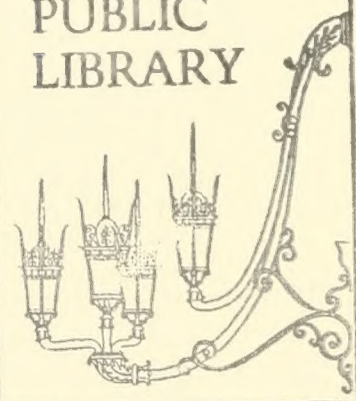


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MASS. R-82

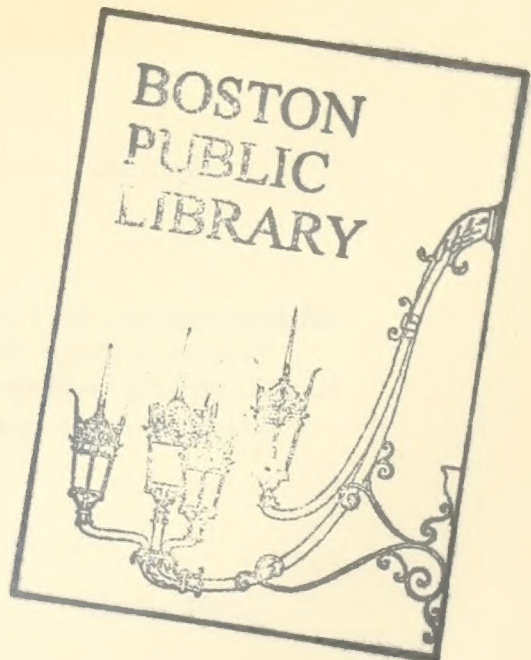
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COMPREHENSIVE REPORT

On

PROJECT IMPROVEMENTS



CHAS. T. MAIN, INC.

Boston, Massachusetts

Charlotte, North Carolina

2405-1

October 10, 1966

BOSTON SET DEVELOPMENT AUTHORITY
Boston, Massachusetts

CENTRAL BUSINESS DISTRICT PROJECT
Phase 1-2

1/17/77

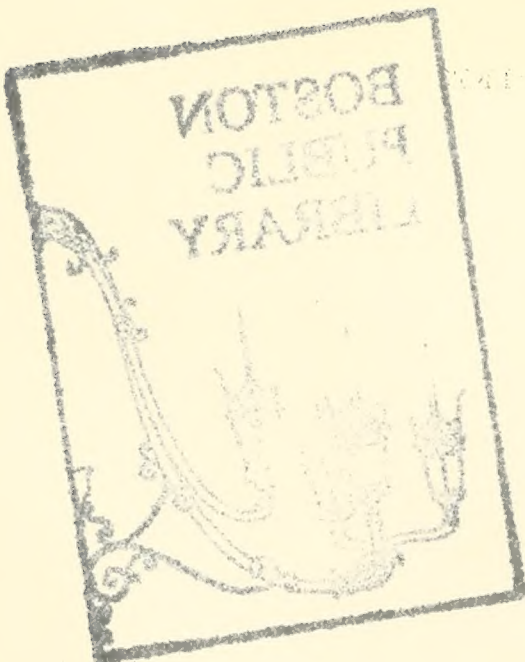
COMPREHENSIVE REPORT

ON

PROJECT IMPLEMENTATION

BY

PROJECT - SPECIALISTS



JOSEPH T. KAPLAN, INC.

Charlotte, North Carolina

Boston, Massachusetts

October 10, 1986

2402-1

W. M. HALL
G. R. RICH
F. P. PARKER
C. M. FLINT
W. J. LESSARD
T. M. BURTON
C. A. DAUBER
V. M. BAUMRUCKER

MAIN
CHAS. T. MAIN, INC.
Engineers

441 STUART STREET, BOSTON, MASSACHUSETTS 02116 • AREA CODE 617-262-3200
Southern Office: 1301 East Morehead Street, Charlotte, North Carolina 28204 • Area Code 704-375-1735

October 10, 1966

2405-1

SUBJECT: Boston Redevelopment Authority
Central Business District
Project Mass. R-82
Comprehensive Report

Boston Redevelopment Authority
City Hall Annex
Boston, Massachusetts 02108

Attention Mr. Wallace B. Orpin, Chief Engineer

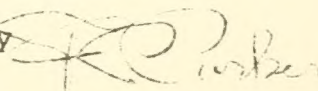
Gentlemen:

In accordance with paragraph No. 6.3 of our contract for "Engineering Services" (as amended) for the subject project, we transmit herewith twenty-five (25) copies of the "Comprehensive Report for Project Improvements", dated October 10, 1966.

Very truly yours,

CHAS. T. MAIN, INC.

By



F. P. Parker

Enclosures

October 17, 1967

Director, Boston Redevelopment Authority
Central Business District
Project Phase 1A
Comprehensive Report

Boston Redevelopment Authority
200 State Street
Boston, Massachusetts 02109

Attest: [Signature] Secretary

Very truly yours,

In accordance with paragraph 10.1.2 of our contract for
"Planning Services" (renewed) for the subject
project, we transmit herewith twenty-five (25) copies of
the "Comprehensive Report for Project Improvements",
dated October 17, 1967.

Very truly yours,

CHAR. T. MAIN, III

[Signature]
F. P. Baker

Enclosure

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Proposed M.B.T.A. Adjustments

Special Study - Preliminary Engineering Study For
Replacement Roadway For
Washington Street

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INTRODUCTION

The Central Business District Project Area is bounded by the Government Center Renewal Project on the north, the Financial District and Waterfront on the northeast and east, Fort Point Channel on the southeast, the South Cove Renewal Project on the south, Back Bay Area on the west and the Boston Common on the northwest.

Within the Project is located a major segment of the commercial business district of the City of Boston. Extensive retail, wholesale and other marketing facilities are located in various sections of the renewal area. Offices of major financial institutions and commercial firms are located in the area or immediately adjacent thereto. Entertainment, cultural, hotel and restaurant facilities exist throughout the project area which includes a number of sites of historic interest.

All major rapid transit lines traverse the project area with a number of stations at various points. Rail facilities from the south and west terminate at South Station located in the southeast sector of the project. The J. F. Fitzgerald Expressway is located just east of the project and its tunnel section passes through the southeast

1. The first of these is the

second

third

fourth

fifth

sixth

seventh

eighth

ninth

tenth

eleventh

twelfth

thirteenth

fourteenth

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sixteenth

seventeenth

eighteenth

nineteenth

twentieth

twenty-first

twenty-second

twenty-third

twenty-fourth

twenty-fifth

sector with ramp connections serving the project and nearby areas including one connecting to the eastern terminus of the Massachusetts Turnpike near Kneeland Street, the southern boundary of the project.

The Central Business District area is one of the most important urban renewal projects contemplated or in progress in the Greater Boston Area. Since early times, the area has been the center of activities within the City. Expansion of facilities and services continued until approximately the 1930's. Since that time, activities have diminished and in recent years blighting and deterioration have occurred while some new structures have been constructed within the area. These additions have added congestion without contributing to any effective improvement of service facilities. Within much of the area, utility services are old and need modernization and street patterns are such that traffic congestion is constant during peak traffic hours. These factors have created a "spiraling effect" whereby diminishing usefulness of facilities continues.

The essential elements of the renewal plans for the project contemplate arresting of the deteriorating conditions by revitalizing present land uses where practical, thereby providing the means and climate for significant growth.

Small, partially occupied, old buildings will be removed to form large parcels for the construction of modern, large, more efficient structures.

Throughout the project the necessary additional parking facilities are planned to coincide with the overall project development. The street adjustments proposed are designed to overcome existing and potential points of traffic congestion. To further minimize traffic congestion, truck service tunnels are proposed in portions of the concentrated retail section to segregate the commercial traffic and to eliminate street congestion caused by sidewalk level deliveries of merchandise. A "Pedestrian Viaduct" is proposed from the planned major parking facilities on the South Station Parcel (E-3), to the retail establishments on Summer and Washington Streets. This Viaduct will eliminate the existing and potential pedestrian and vehicular congestion in the Dewey Square Area.

This report, in the following pages, describes the necessary basic improvements to the streets and public utilities required for the comprehensive renewal program.

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

A. General.

All conclusions and recommendations for improvements in the project area are based upon the renewal plan prepared by the Boston Redevelopment Authority. This report, complete with the accompanying drawings and recommendations, is intended to provide a basis for the development of the project improvements during the execution stage of the project.

B. Street Adjustments.

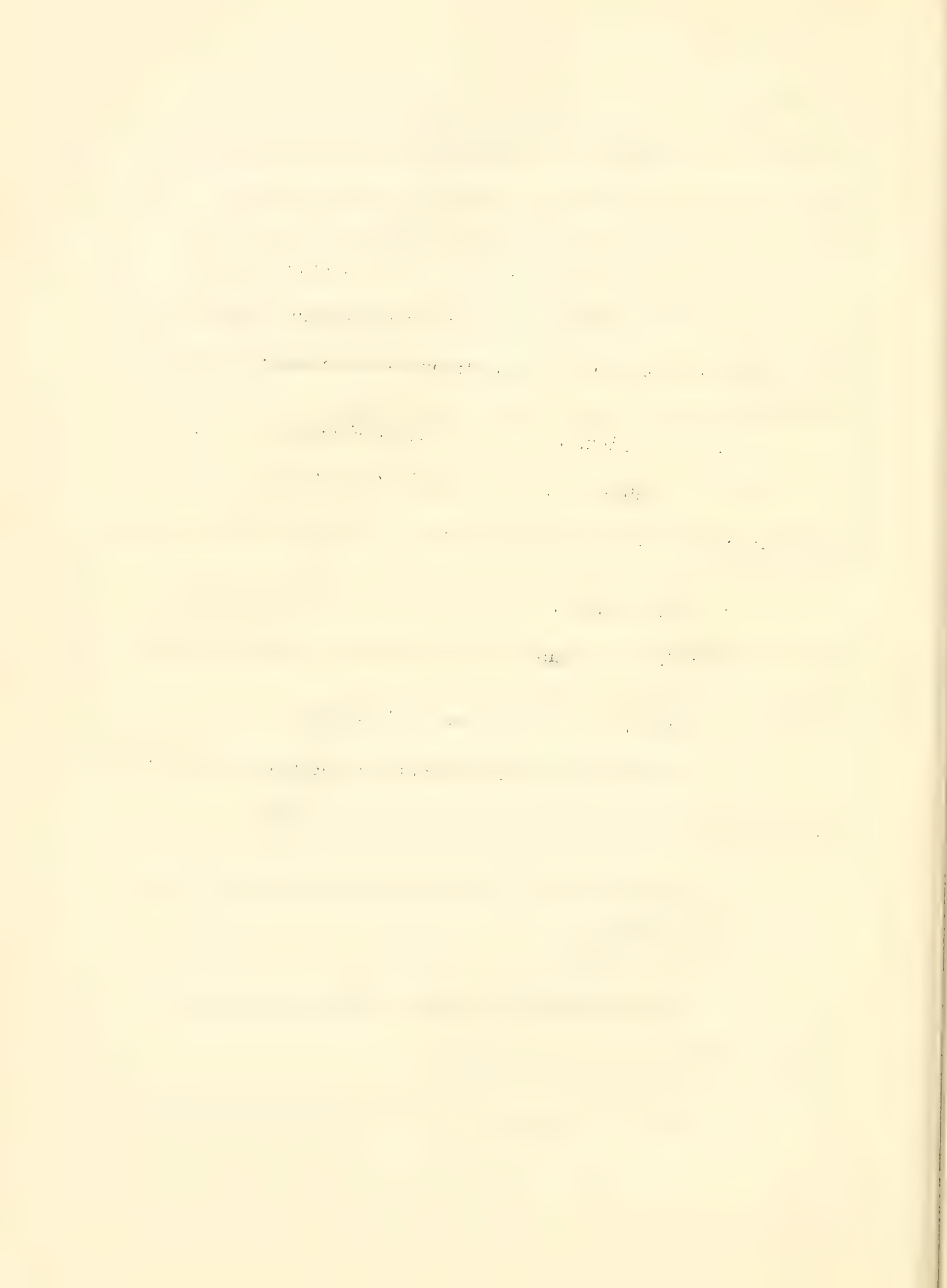
An on site survey was made of all existing streets. This survey revealed that many of the streets are in poor to fair condition. On some streets there are indications of base course deterioration. This condition results from frequent and sometimes inadequate repair because of repeated maintenance of existing utilities.

The existing street arrangement is poor. The alignment of some of the major through streets in conjunction with the arrangement of critical intersections contribute to much of the traffic congestion common within the project.



The proposed street adjustments in the project will provide for the orderly flow of traffic to and through the project on major arteries, with direct access to minor streets for local traffic circulation. To accomplish this the following adjustments are proposed:

1. The realignment of some existing streets to eliminate poorly arranged intersections and provide for a more orderly traffic circulation and more suitable parcel configurations.
2. The construction of new streets to maintain continuity of traffic flow direction through the project, thereby relieving internal traffic congestion.
3. The conversion of some existing streets to pedestrian malls to segregate pedestrian and vehicular traffic in congested areas near concentrated retail establishments.
4. The widening of some existing rights-of way and the construction of medians to provide for proper traffic control.
5. The resurfacing of some substandard streets to provide first class wearing surface.
6. The reconstruction of existing streets where extensive subsurface utility revisions are proposed.
7. Directional changes of traffic on some existing streets.



All new construction, reconstruction and resurfacing proposed will provide first class streets as required by the specific street rating in accordance with "The City of Boston Public Works Dept. Highway Division" standards. For details of and recommended modifications to existing streets see "Appendix B".

C. Street & Park Lighting.

A complete on site survey of all street lighting in the project was performed. The system consists of a combination of wooden standards with top mounted fixture and concrete standards with cantilever fixtures. All of the wooden standards are inadequate in accordance with current practice. A few of the more recently installed concrete standards support fixtures having adequate intensities are properly spaced, but in general, most of the existing lighting system is not in keeping with present standards for concentrated commercial areas. In a few areas where the existing lighting is adequate, proposed land use changes make the system inappropriate.

To comply with the proposed renewal plan, it is recommended that the existing lighting system be rebuilt and revised as required to comply with current standards of the City of Boston Public Works Dept. Lighting Division.

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

RESEARCH REPORT

NO. 1234

BY

DR. J. D. JARVIS

AND

DR. M. E. JONES

CHICAGO, ILLINOIS

D. Parks & Public Areas

Parks and public areas are planned at various locations throughout the project. These areas will provide attractive locations for use by the occupants of the project and transients to the various sections. They present no significant problems for street adjustments and utility revisions proposed for the project.

E. Low Service Water System

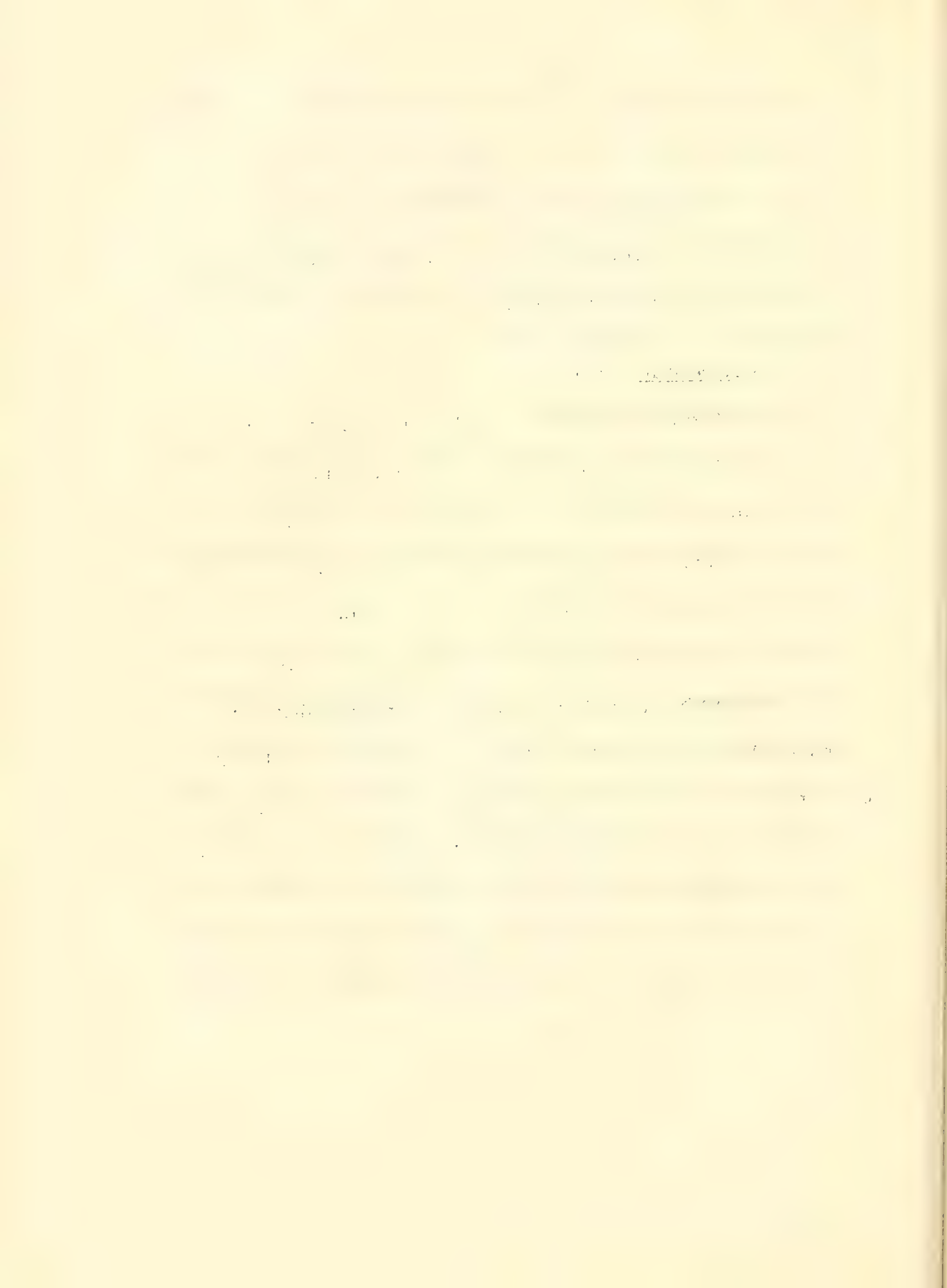
The low service water system supplements the high service water system in the project area east of Washington Street and south of Essex and Boylston Streets. This system supplies water for domestic and commercial use in these areas. It is also the primary supply for the high pressure fire system. The system operating pressure is between 25-65 PSIG, its service is thereby restricted to the lower portions of the project and to buildings with roof elevations below elevation 100.

Most of the system within the project was installed in the early part of this century with some dating back to the middle or late 1800's. Recent studies of the system indicate considerable tuberculation in the older piping, also the perimeter feeder main has varied size piping which limits the capacity.

The project renewal plan proposes considerable development in the sections at high elevations. This will increase the demand on the High Service Water System. For this reason, together with the proposed development in the low areas of the project, it is recommended that the Low Service Water System be updated as required to assure maximum capacity.

F. High Service Water System.

The High Service Water System is the principal water system in the project and has the most complete coverage. This is the only domestic water system in the project capable of supplying buildings with roof levels above elevation 100. The existing system, in conjunction with the High Pressure Fire System, supplies most of the fire protection in the project. To meet the renewal requirements, this system must be strengthened. It is recommended that new pipe be installed wherever condition of pipe or capacity is questionable or wherever records indicate past physical failure. It is also recommended that larger piping be installed in the perimeter mains to provide better distribution in the grid network including certain modifications required to conform to proposed street adjustments.



G. High Pressure Fire System

The existing high pressure fire system provides protection for the congested value sections of the city. Within the Central Business Project the system affords good coverage except in two areas. These two deficient areas are (1) west of Broadway and (2) north of Water Street.

It is proposed to expand the system to provide fire protection to the complete project. New piping will be installed as required to expand the grid system and to assure maximum delivery and uniform distribution. A new pumping station will be constructed on Water Street. This station will provide the additional capacity required by the expansion of the system and the proposed land use changes in the project area.

H. Surface Drainage and Sanitary Sewer Systems

Within the project the surface drainage and sanitary sewerage is collected in combined sewers except in the area west of Carver Street. This area has separate surface drainage and sanitary sewers. The existing system was installed between the mid 1800's



and mid 1920's with some newer installation dates in areas of recent highway and tunnel construction.

Various types of construction common to the particular date of installation are incorporated in the system. Recent investigations indicate that the system is reaching maximum capacity. For pollution control sanitary sewerage treatment is required in most communities. In this respect combined sewers are obsolete. They are in conflict with current methods of sewerage treatment. The efficiency of sewerage treatment facilities such as are under construction for Metropolitan Boston Area can be adversely effected by the addition of surface drainage to the sanitary sewerage. For this reason we recommend (1) the construction of a new separate surface drainage system and (2) modification of the existing combined system as a separate sanitary sewer system. To relieve a surcharging condition in the adjacent Financial District and the abutting areas in the Central Business District, modifications are proposed to the existing system that will eliminate the Water Street and Milk Street outflows. Because of the deteriorated condition and importance of the east-side interceptor to the proper function of the Sanitary Sewer System, it is proposed to construct a new interceptor within the project.



I. Police Signal and Fire Alarm Systems.

The police signal system in the city is under the jurisdiction of the Boston Police Department, Signal Division. The fire alarm system in the city is under the jurisdiction of the Boston Fire Department, Fire Alarm Division. Both systems are considered by the respective governing agencies as adequate and in satisfactory condition. Modification relocations and additions are recommended to each system to coincide with the proposed project development. The proposed system will provide protection for the renewal project equal to that of the existing facilities.

J. Pedestrian Viaduct

An elevated pedestrian viaduct is proposed from the planned major parking facilities on the South Station Parcel to the Mall Section of Summer Street. The viaduct will relieve the vehicular and pedestrian congestion in the Dewey Square area by providing direct above grade access for shoppers from the parking facilities to the retail establishments on Washington and Summer Streets.



K. Truck Service Tunnel

Vehicular service tunnels are proposed to relieve traffic congestion in concentrated retail outlet sections of the project. These tunnels will provide access to below grade receiving facilities and parking areas which are proposed to eliminate street level parking and merchandise receiving in these sections.



PROJECT COST SUMMARY

| Code No. | | Total Cost Including Boundary St. | Boundary St. Costs | Total Chrg. to Project less Boundary Streets |
|-------------|--|---|-----------------------|--|
| *R-224(1) | Demolition and Site Clearance | 7,059,440 | - | 7,059,440 |
| R-224(2) | Street Adjustments | 2,734,940 | 209,520 | 2,525,420 |
| R-224(3) | Parks & Public Areas | 137,370 | - | 137,370 |
| R-224(4) | Street & Park Lighting | 1,179,930 | 98,005 | 1,081,925 |
| R-224(5) | High Service Water System | 1,347,480 | 90,710 | 1,256,770 |
| R-224(6) | Low Service Water System | 809,630 | 48,650 | 760,980 |
| R-224(7) | High Pressure Fire System | 1,175,940 | 69,865 | 1,106,075 |
| R-224(8)A | Surface Drainage System | 1,605,890 | 189,370 | 1,416,520 |
| R-224(8)B | Sanitary Drainage System | 3,841,120 | 118,810 | 3,722,310 |
| R-224(9) | Police Signal System) | 300,150 | 7,630 | 292,520 |
| R-224(10) | Fire Alarm System) | | | |
| *R-224(11) | Traffic Control System | 810,120 | 72,030 | 738,090 |
| *R-224(12) | Street, Traffic & Directional Signs | 94,140 | - | 94,140 |
| R-224(13) | Truck Service Tunnel | 8,274,240 | - | 8,274,240 |
| R-224(14) | Pedestrian Viaduct | <u>1,748,590</u> | <u>-</u> | <u>1,748,590</u> |
| | GRAND TOTAL | 31,118,980 | 904,590 | 30,214,390 |

* Estimates by Boston Redevelopment Authority

STREET ADJUSTMENTS

Existing Street Arrangements. The existing streets in the project are poorly arranged. The major north-south streets are vital through streets connecting the Government Center and Financial District in the north with the Mercantile District and South Cove area in the south. The rights of way of some of these streets are too narrow for the volume of traffic within the area and several of the streets are geometrically misaligned, thereby hindering smooth traffic flow within the area and causing traffic congestion. The major east-west streets are too narrow for the volume of traffic within the area, and there are also conditions of poor alignment at key intersections which contribute to the poor traffic flow and vehicular congestion in the project area. The poor street arrangements has resulted in restricted land utilization within the project.

The intersection at Boylston Street, Washington Street and Essex Street is representative of several poor intersection alignments present at major arteries. Boylston Street crosses Washington Street diagonally to Essex Street causing traffic to turn onto Washington Street before entering Essex Street. This arrangement restricts traffic control, thereby eliminating any practical solution to the present traffic congestion at this location.

1. Introduction

2. Theoretical background

3. Methodology

4. Results and discussion

5. Conclusion

6. Acknowledgements

7. References

8. Appendix

9. Glossary

10. Index

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The Park Square area , located in the western part of the project , also presents critical traffic problems because of the present street arrangements . This area consists of many streets converging at a common intersection , thus causing traffic congestion with little opportunity for traffic control due to vehicles entering and leaving the area from several different directions . A major contributing factor to the traffic problem in this area is the lack of a direct major north-south arterial route between the adjacent Back Bay Area and the South Cove Project .

A general traffic problem confronting the area of concentrated retail activities is truck deliveries which are performed from street locations . The frequent deliveries disrupt the traffic flow and contribute to the traffic congestion near the many retail outlets and is compounded where concentrated pedestrian traffic prevails . The project area is predominantly confronted with a pedestrian traffic problem . The greater portion of the project area consists of large retail and commercial establishments which service large influxes of customers daily . Inadequate sidewalk space available for pedestrian use forces some pedestrian traffic to the streets , thereby creating hazards and causing unnecessary traffic tie-ups . The Dewey Square area is a complicated problem because of the many



minor streets intersecting with the major arteries. Pedestrians entering the city via South Station cross these numerous intersections in order to get to the retail and commercial sections of the project. This disrupts and complicates traffic control.

Condition of Streets. A complete visual survey was made of all streets in the project to determine the actual condition. The results of this street condition survey is included in Appendix "A" of this report. Records of the City of Boston Public Works Department, Highway Division, were reviewed to determine the construction features and to obtain a history of construction and maintenance. This information was incorporated in the "Street Condition Survey" report. Most streets in the project are in poor to fair condition with the exception of the following streets: Church Street, Columbus Avenue, Hadassah Way, Mason Street, Providence Street, Stuart Street, Tyler Street and Utica Street. At least a minimum of resurfacing is required to provide a first class street in accordance with present standards.

The criteria used for street rating is as follows:

GOOD: New pavement or old pavement with good line and grade and good wearing surface requiring no resurfacing.

FAIR: Some minor patches and few cracks, acceptable line and grade with no significant settlement.

POOR: Wearing surface patched and/or cracked, poor line and grade and/or pronounced settlement or any other deficiency requiring rebuilding or resurfacing.

Vertical and Horizontal Sight Distances. The general contours within the project present no vertical sight deficiencies. There are some locations at the intersection of major and minor streets where horizontal sight distance is questionable. In these areas where minor streets intersect major streets there are buildings located on each corner abutting the street right of way. Such buildings limit the horizontal sight and create hazardous conditions on the major streets. The proposed street adjustments will relieve this condition in most cases.

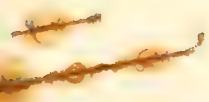
Rights of Way. The existing rights of way of the minor streets are adequate for the proposed project changes. However, as pre-

viously stated, the major north-south and east-west through streets serving the project area have inadequate rights of way for the volume of traffic.

Proposed Street Adjustments and Rehabilitation. The proposed street adjustments and rehabilitation program includes the following:

- (1) Abandonment of some existing streets to form new parcels for development proposed.
- (2) Reconstruction and widening of existing streets for traffic flow changes in the project and compatibility with proposed land use changes.
- (3) Construction of new streets to improve traffic flow and intersection arrangement.
- (4) Reconstruction of existing streets where extensive utility changes are required.
- (5) Resurfacing of existing streets to improve the substandard condition of the wearing surface.
- (6) The conversion of some existing streets and public ways to pedestrian malls.

The north-south traffic flow will pass through the renewal area using alternate one-way major arteries, except for the portion of



Washington Street between New Street and Stuart Street which will be two directional. Major arteries will be improved and widened and will provide suitable connections to existing and proposed major arteries in adjacent areas.

One of the principal street changes proposed is the relocation of Dorchester Avenue which crosses the area in a north-south direction and terminates at Congress Street. It will be expanded and relocated adjacent to the present alignment. This artery will become a major two direction perimeter feeder and bypass street for the central and waterfront sections of the city.

Summer Street will be realigned and widened to correct the inefficient street arrangements in the Dewey Square area. It will provide a major east-west artery from the South Station area and Dorchester Avenue to the large retail establishments in the project.

Stuart-Kneeland Street, a boundary street, will be used principally to divert east-west traffic into the internal portion of the project.

New Street will be a major one - directional east-west artery. The street is proposed to maintain continuity of traffic direction from Essex Street to Tremont Street. This will relieve the traffic con-



gestion problem of the minor streets in this area.

Other streets within the limits of the project area are proposed as secondary streets to provide orderly internal traffic circulation within the project area. A brief description of major artery construction is listed below:

Stuart-Kneeland Street Route. This route will be completely rebuilt between Arlington Street and Hudson Street. A median strip will be provided to properly channel traffic flow within the 112-foot right of way between Tremont and Washington Street. Traffic flow will be two-directional from Atlantic Avenue to Tremont Street and one-directional west-east from Arlington-Tremont.

New Charles Street Route. This will be a completely new one-directional artery (south-north) having a 92-foot right of way. It will connect the South Cove Project with existing Charles Street north of Boylston Street via a through traffic route. This will alleviate the traffic congestion that is now present in the Park Square area due to poor street arrangements.

Providence Street Route. The existing street will be completely rebuilt and will be expanded to meet the proposed Charles Street



Extension. It will have a 63-foot right of way and will be one-directional (east-west). It will be used primarily to maintain the continuity of traffic direction from Stuart Street to Arlington Street. This will relieve the traffic congestion in the present Park Square area.

Washington Street. This street will be rebuilt and widened at various segments along the route and the remainder of the street will be resurfaced. Traffic will be one-directional (south-north) from Essex Street to State Street. The section of Washington Street from Kneeland Street to Essex Street will be rebuilt and widened with an 85-foot right of way. Traffic will be two-directional within this section of the route.

Harrison Avenue. Harrison Avenue will be completely rebuilt from Kneeland Street to Essex Street. A new street alignment is proposed between Beach Street and Essex Street to correct the misalignment problem that is contributing to traffic congestion and poor traffic control at this critical intersection. The new alignment will permit orderly one-directional traffic flow (south-north) along the Harrison Avenue-Chauncy Street route.

Chauncy Street. This street will be widened to a 68-foot right of way and will be completely rebuilt. This major artery handles traffic flow from the south and routes it out of the project area in the north at Court-State Streets. This street is too narrow to handle present and future volumes of traffic. This condition will be alleviated by the proposed widening of the street.

New Arch Street. Existing Arch Street is too narrow for the volume of traffic it carries and provides no direct route out of the project due to its termination at Milk Street. This is a prime cause for the traffic congestion in the immediate area. Arch Street will be widened, realigned and extended to intersect Washington Street at Water Street. This will relieve the congestion present, allow increased volume of traffic to flow smoothly out of the area, and will make traffic control simpler.

Kingston Street. This street will be completely rebuilt. It will be widened between Summer Street and Bedford Street to relieve congestion caused by the large volume of traffic and to give a better alignment at the intersection of Otis Street and Summer Street. It will also be rebuilt and realigned between Beach Street and Kneeland Street for similar reasons.

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Lincoln Street. The section of the street between Summer Street and Essex Street will be completely realigned and rebuilt. This realigned section will provide traffic relief in the area by allowing the traffic to follow a through route along Lincoln Street and High Street out of the area. At present the alignment is such that there is no smooth orderly traffic flow along this route.

South Street. The section of street between Summer Street and Essex Street will be completely realigned and rebuilt. This realigned section will relief traffic flow problems by allowing traffic to follow a through (north-south) route from Purchase Street to Kneeland Street.

New Surface Road. The existing surface road over the J. F. Fitzgerald Expressway Tunnel is to be abandoned and a new surface road is to be constructed having a 57-foot right of way from Summer Street to Beach Street. This new road will relieve some of the heavy volume of traffic coming from Purchase Street and going out of the area at Kneeland Street and will simplify traffic control within this area.

New Dorchester Avenue Route. Existing Dorchester Avenue enters the project area at the Fort Point Channel Bridge and terminates at Congress Street. This existing street will be relocated and expanded.

The new alignment will be adjacent to the existing street on the harbor side. The relocated street will have a 108-foot right of way with a 16-foot median strip to properly channel traffic flow to and from the project area. It will be a major two-directional perimeter feeder servicing the southern, northern and northeastern portions of the city. This route will provide direct access to all areas of the city proper, and serve as a major feeder for the central portion of the city.

School Street. This street will be completely rebuilt following its present alignment except for the portion of the street 150-feet west of Washington Street. This 150-foot section will be abandoned and a new section will be built and aligned in such a manner that traffic will be able to cross Washington Street and proceed via Milk and Congress Streets to Court-State Streets. This will provide direct access easterly through the renewal area.

Bromfield Street. This street will be completely rebuilt from Tremont Street to Washington Street. The section of street between Province Street and Washington Street will also be widened to accommodate the traffic entering from the proposed realignment of the Franklin Street route. The rebuilt street, in conjunction with Franklin Street, will become a major east-west, one-directional artery for the project area. It will relieve traffic congestion and will simplify traffic control.

Franklin Street Route. This street is part of a major east-west artery in the project area. Due to its poor alignment at the critical intersection of Washington Street and Bromfield Street it is a source of traffic congestion and traffic control problems. This street will be completely rebuilt and will be realigned between Washington Street and Hawley Street. The Franklin Street-Bromfield Street Route will be a through, one-directional, east-west artery, thereby relieving the traffic congestion and control problems that are confronting the area at the present.

Summer Street Route. At the present, this route is a major source of vehicular and pedestrian traffic problems within the project due to the poor street arrangements in the Dewey Square area and congestion near Washington Street. The new alignment and widening will relieve the vehicular traffic problems of the area. This major, two-directional, east-west route will be completely rebuilt, widened and realigned between New Dorchester Avenue and Chauncy Street. A 6-foot median strip will be provided to properly channel the two-direction traffic flow within the 102-foot right of way between New Dorchester Avenue and High Street. The section of Summer Street between Chauncy Street and Washington Street will be converted to a pedestrian mall. By prohibiting vehicular traffic activity within



this section a freer and more desirable access will be available to persons frequenting the major retail area .

Essex Street Route. Essex Street will be completely rebuilt along its present alignment from Washington Street to Kingston Street. This section will have one directional traffic (west-east). The section of Essex Street between Kingston Street and Atlantic Avenue will be rebuilt and widened. Six-foot and two-foot median strips will be provided to properly channel the two-directional traffic flow within the widened right of way between Kingston Street and Atlantic Avenue. The new construction will allow traffic to move smoothly through the project in a direct west-east direction to Atlantic Avenue and also will allow traffic to traverse the project in a direct east-west direction via the proposed New Street route to Tremont Street.

Between Lincoln Street and South Street, the proposed Essex Street route interferes with a ventilation stack from the J. F. Fitzgerald Expressway Tunnel. Modifications to this stack will be required to accommodate the new street alignment.



New Street. A new street with a 57-foot right of way is proposed between Tremont Street and Kingston Street. It is to be aligned in a manner so that it can siphon off the east-west traffic from Essex Street at Kingston Street and allow it to leave the project area on Tremont Street by way of a through route. This new major artery will relieve traffic congestion in the area and will provide better traffic control.

Boylston Street Route. Boylston Street is a major west-east, one-directional artery entering the project area at Arlington Street and terminating at the intersection of Washington Street and Essex Street. This is a critical intersection and due to the poor street arrangement there is no through route to allow traffic to leave the area in a smooth manner by way of Essex Street to Atlantic Avenue. Because of this poor alignment, there is traffic congestion and poor traffic control at this intersection. Boylston Street will be rebuilt from New Charles Street to Tremont Street along its present align-

ment. The section of street between Tremont Street and Washington Street will be completely rebuilt and widened to a 57-foot right of way. Boylston Street will be realigned from Boylston Square to Washington Street in such a manner that traffic will be able to cross Washington Street directly into Essex Street thereby creating a through artery within the project. This new alignment will ease the traffic congestion in this area and will simplify traffic control.

Pedestrian Malls. Several streets and public ways within the project area now being used for vehicular traffic will be converted to pedestrian malls. These malls will only be accessible to pedestrian traffic and for emergency vehicles. They will be rebuilt with special concrete walking surfaces and will be upgraded esthetically. These malls will be located in very congested areas near concentrated retail establishments. The following streets and public ways are to be converted to, or will remain as, pedestrian malls:

- (1) City Hall Avenue
- (2) Hamilton Place
- (3) Hawley Street (Summer-Snow Place)
- (4) Quaker Lane (Devonshire-State)

1. The first part of the paper is devoted to a general

discussion of the problem and the main results.

2. The second part is devoted to the proof of the

main theorem of the paper, which is a generalization

of the theorem of [1] to the case of a general

group. The third part is devoted to the

proof of the corollary of the main theorem.

4. The fourth part is devoted to the

proof of the theorem of [2] in the case of a

general group. The fifth part is devoted to the

proof of the theorem of [3] in the case of a

general group. The sixth part is devoted to the

proof of the theorem of [4] in the case of a

general group. The seventh part is devoted to the

(5) Summer Street (Chauncy-Washington)

(6) Temple Place

(7) Winter Street

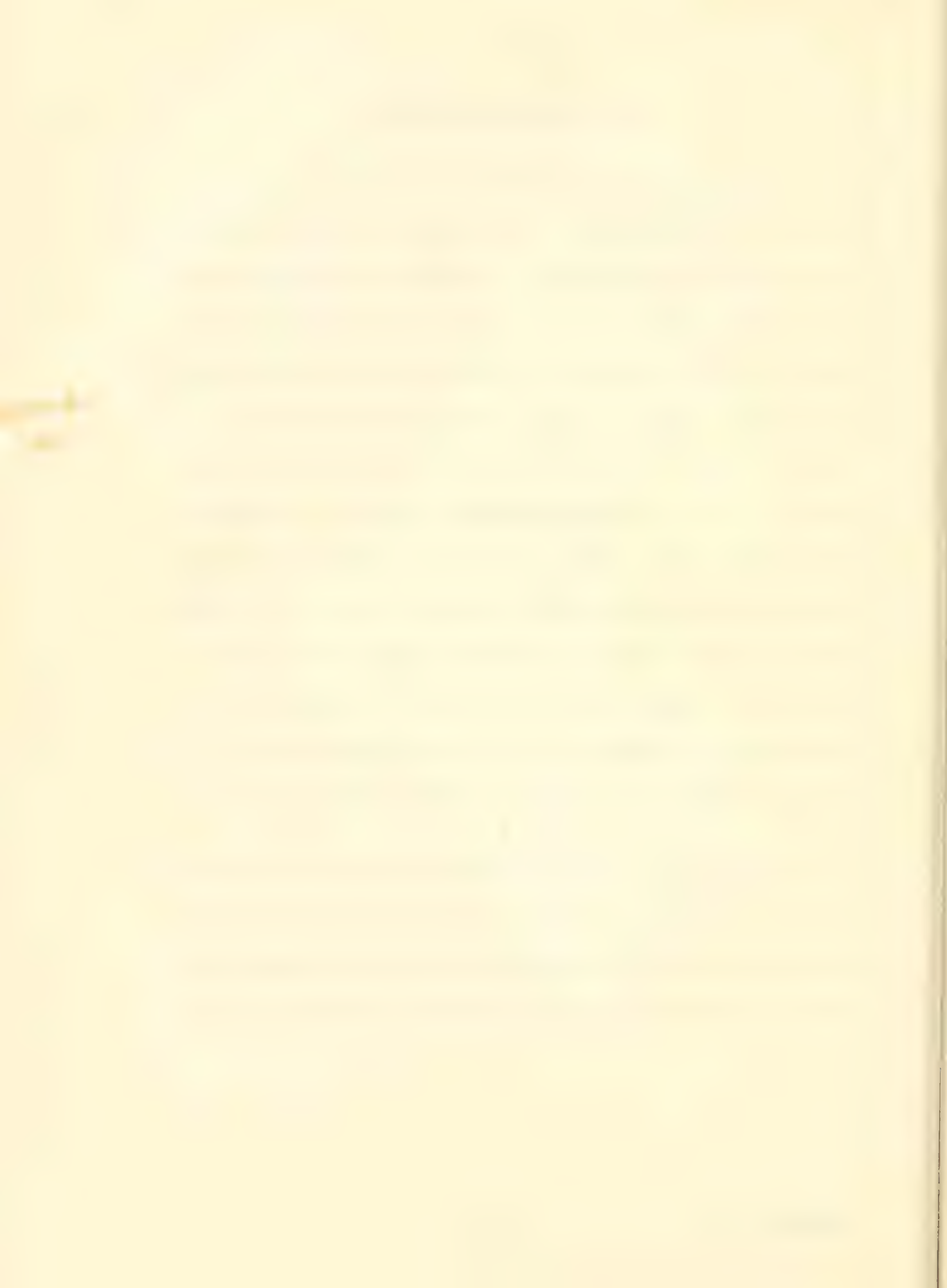
Secondary Streets. Some street closures and minor intersection adjustments are proposed for various parts of the project area to provide access arrangements that would discourage through traffic and facilitate parcel development.

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STREET AND PARK LIGHTING

General. The existing lighting in the project consists of a combination of wooden standards with top-mounted fixtures and concrete standards with cantilever fixtures. The newer concrete units have been installed in recent years in accordance with current standards of the City of Boston Public Works Department, Lighting Division, as a part of their program for upgrading the city lighting system. A significant part of the project is serviced by the old wooden type units, improperly spaced with inadequate intensities, resulting in poorly lighted streets. There are also some sections of the project area that are still poorly lighted even though the newer type lighting has been installed. This is due again to improper spacing and inadequate intensities. The power supply for the lighting system is provided through conduits and cables installed in the existing streets and serviced by the Boston Edison Company for the City of Boston.

Recommendations. With the proposed diversified development of the project, adequate lighting is mandatory. We recommend that all existing lighting that does not comply with current standards be removed. Such units are to be replaced by the modern type units



properly spaced for adequate illumination, all in accordance with the Boston PWD Lighting Division's standards. The concrete standard for the new units will be identical for single or twin luminaires. Lamp brackets will be 6 or 12 feet long dependant upon actual location requirements. Lighting fixtures will be mercury-vapor luminaires unitized 400 watts (20,000 lumens) and 250 watts (10,500 lumens). New power supply conduits and/or cables will be installed where required by additional lighting or proposed street adjustments.

The revisions required to modernize the lighting in the project are shown on drawings 2405-1-L1, L2, L3, L4 and L5. For lighting requirements by street classification, see Table 6, Appendix B.

PARKS AND PUBLIC AREAS

At present the project has no parks or public areas in which shoppers and workers in the area can stop and relax during the day.

The proposed renewal plan incorporates eleven parks and public areas located strategically near the busiest retail and commercial establishments and near public transportation facilities. These parks and public areas will have grass, shrubs, trees, special lighting and appropriate park furnishings for the benefit of shoppers and workers in the area and also to upgrade the area esthetically.

The proposed parks and public areas present no specific engineering problems. The proposed locations of the areas are not the deciding factors for the utility revisions immediately adjacent thereto.



WATER SYSTEMS

General. There are three existing water systems in the project.

The high service system has complete area coverage and is supplemented by the low service system in the northeastern, southeastern and southwestern sections of the area. There is no low service coverage in the northwestern portion of the project. The third system, "High Pressure Fire", affords coverage to the majority of the project area. There is a major deficiency in the high pressure fire system in the western portion of the area.

The proposed land use in the project does not warrant three complete water systems. We recommend that the high service water and the high pressure fire be revised, expanded, and developed to their maximum potentials and that the low service water be revised and developed to supplement the high service water in the project area, except in the northwestern portion. Because of the high ground elevations and building heights in the northwestern portion, there is no useful purpose for any expansion of the existing low service system in this area. For comments and recommendations for the specific water systems, see Sections entitled, "Low Service Water", "High Service Water" and "High Pressure Fire Systems", respectively.

The most recent study of the water systems was conducted by Charles A. Maguire and Associates. This study, titled "Preliminary Studies of Existing Utility Systems" was prepared for and presented (April 1964) to the Boston Redevelopment Authority. As a part of the study, reports prepared in recent years by the Metropolitan District Commission, National Board of Fire Underwriters, and other interested agencies were reviewed.

The City of Boston Public Works Department Water Division has jurisdiction over all water systems in the City. The pertinent records and drawings on file with this agency were reviewed. The information assembled from these drawings and records, with other supplementary information from the Charles A. Maguire report, was used to formulate the conclusions and recommendations specified under each of the three water systems.

Low Service Water. The existing Low Service Water System is primarily located in the project area east of Washington Street and south of Essex and Boylston Streets. The Low Service Water System supplements the High Service Water System. It supplies water for domestic and commercial use in the area and is the primary supply for the High Pressure Fire System.

The Low Service Water System is the oldest system in the project. It has been expanded and revised over the years to give increased coverage as different parts of the area developed. The system has developed into a grid pattern which should assure uniform distribution. However, because of the intermittent construction, there are locations where inadequate pipe size and questionable physical condition limit the intended function.

Many of the older and smaller pipes in the project are suspected to be in poor condition and are now inadequately sized to meet the present City standards. This piping is important to the function and capacity of the grid pattern. In addition, other proposed utility construction provides an opportune time to replace inadequate piping. Such mains will be replaced with new mains to provide improved capacity to the grid pattern. These new mains will be at least a minimum size of 8", with the majority of the new piping being 12".

Much of this system was constructed before the adoption of the present standards of the Boston PWD Water Division. These standards specify cement lined, external coated-cast iron pipe and a minimum 8" pipe size. The City standards allow (1) for population increase in

areas of low population during initial design; (2) assures more uniform distribution in accordance with the theory of the grid system; and (3) incorporates a realistic peaking factor. The peaking factor is an important item for consideration in the water systems of the metropolitan Boston area, due to the increasing number of air conditioning installations.

Available information indicates that the Low Service Water System is approaching capacity. Distribution is limited by the presence of some small branch mains in the grid pattern. Under the proposed rearrangement of streets, new increased size mains will be installed in new and rebuilt streets. This will eliminate the small branch mains except those existing in streets which are to be abandoned. A new 16" perimeter main will be installed in a portion of Stuart Street which will provide improved distribution in the grid pattern. In addition, the existing 16" system feeder main in Kneeland Street-Atlantic Avenue will be replaced by a new 16" main because of age, suspected tuberculation of the pipe, and a past history of leaks. This new main should provide increased capacity to the system and improve the supply to the High Pressure Fire System.

For material specifications, see Table 6, Appendix B. Other revisions required to adopt this system, as described, are shown on Drawings 2405-1-LW2.1, LW3.1 and LW4.1.

High Service Water. The existing High Service Water System is the principal water system in the renewal area and has the most complete coverage. The system is supplied from the M.D.C. High Service feeder network by a 20" main located in Boylston Street, a 16" main located in Columbus Avenue, and a 24" main located in South Street. This system was installed as the main supply of water for domestic, commercial and building fire protection use.

The existing system will be updated and strengthened to make more efficient use of the existing grid pattern and also to increase the capacity of the system. New piping will be installed wherever condition of pipe or capacity is questionable, or wherever records indicate a past history of failures. Larger perimeter mains will be installed wherever necessary to provide for better distribution in the grid network.

With the revisions proposed to the High Service and Low Service water systems, adequate water supply will be available for the



proposed land use changes and population increase in the renewal project. To allow for maximum flexibility and ease of maintenance between and to the two systems, the City of Boston Public Works Division (the governing agency) has a policy of installing division gate valves between the systems. Our recommendations include the installation of such valves at strategic locations. For material specifications, See Table 6, Appendix B. Specific revisions required to develop the system as described are shown on Drawings 2405-1-HW1.1, HW2.1, HW3.1 and HW4.1.

High Pressure Fire System. The existing High Pressure Fire System was installed to provide fire protection for the congested value sections of the City. The system was installed in 1898 as a salt water system and later converted and expanded through 1931 to the present High Pressure Fire System. In the project area the present system is essentially confined to the area bounded by Water Street, Congress Street, Atlantic Avenue, Kneeland-Stuart Streets, Broadway and Tremont Street. The system is supplied by a main in Kneeland Street from Pumping Station No. 1 and a main in Atlantic Avenue from Pumping Station No. 2. The pumping stations receive their primary supply from the Low Service Water System. These stations have emergency connections to the High Service Water

system. The High Pressure Fire System is designed to operate at 300 pounds per square inch gage. Past tests as enumerated in the Charles A. Maguire report, indicate that the operating pressure is between 150 and 200 psig in most of the area. 200 psig operating pressure in a properly sized and arranged piping system is considered adequate for major fires.

The National Board of Fire Underwriters conducted surveys of the High Pressure Fire System in the early 1950's. A report of these surveys lists weak points in the system. These weak points could be caused by one or more of the following:

1. Improperly sized and/or arranged piping.
2. Inadequate number of booster pumps at strategic locations in the system.
3. Pipe restriction by corrosion and/or sedimentation.

The location of the project area with relation to the existing booster pumps assures adequate capacity in most of the system at present. However, to comply with proposed renewal the system should be expanded to provide increased fire protection to high rise, densely populated areas within the project. To assure this increased fire protection, additional pumping capacity will be needed.

As the city undergoes redevelopment, fire protection becomes more critical and caution should be used in development of the existing fire protection system. All recommendations for revisions and expansion should be compatible with the proposed development in the project area. The recommendations for revisions to the existing High Pressure Fire System in the Central Business District project area are compatible with the proposed renewal plans for the area.

At present there is no High Pressure Fire System in the project to the west of existing Ercadway. The High Service and Low Service water systems supply all fire protection in this area. The survey conducted by the National Board of Fire Underwriters in 1950 concluded that there was insufficient water volume available in this section for proper fire protection. It is proposed to expand the present system to this area by expanding the present grid network. The grid will also be expanded and strengthened to include Washington Street, Boylston Street and Court-State Streets. New piping will be installed wherever condition of pipe or capacity is questionable or wherever records indicate a history of failure. To supply increased capacity needed by the system due to the proposed upgrading of the present system and because of proposed land uses changes in the project area,

a new pumping station will be built on Water Street. This new pumping station will provide the increased fire protection and additional capacity needed in the project area.

For material specifications, see Table 6, Appendix B. A detail layout of the proposed system revisions is shown on Drawings 2405-1-F1.1, F2.1, F3.1 and F4.1.

For "Design Criteria For The City of Boston Water Distribution Systems" see Appendix "B", Table No. 8.

SURFACE DRAINAGE AND SANITARY SYSTEM

Description of Present System. The sewers in the City of Boston are under the jurisdiction of the Boston Public Works Department (PWL), Sewer Division. The existing sanitary sewer and surface drainage systems are combined within the project area. The combined system has six (6) outflows, one each at State Street, Water Street, Milk Street, Purchase Street, Kneeland Street and Hadassah Way. The State Street outflow drains a small portion of the project and primarily serves the adjacent Government Center and Beacon Hill area.

About 1875 the original surface drainage sewers in Boston were converted to a combined sewer system with outflows along the waterfront. As the population of the city increased, this system was expanded and supplemented to handle the increased flows. Various types of construction common to the period of installation are incorporated in the present system. The Central Business District Project, which includes some of the oldest sections of the city, has some of the original sewers still in operation. In Milk Street there are brick sewers with installation dates of 1852. Other sewers in the vicinity were installed between the middle to late 1800's.

Between 1905 and 1908 the Washington Street subway was constructed in the project. At this time necessary revisions were made

to the sewer system and new sewers were constructed as an integral part of the subway structure to maintain continuity of the system. Later, in 1912 and 1913, the Summer Street subway was constructed and the sewers were revised in a similar manner.

Information obtained from personnel, drawings and records of the City of Boston PWD, Sewer Division and from the Charles A. Maguire and Associates report, "Preliminary Studies of Existing Utility Systems," indicate that the existing sewer systems are approaching maximum capacity but appear to be sufficient for the present land use within the project.

The State Street and Water Street outflows discharge through the adjacent Financial District. This district has a flat topography with the elevation of the land being only a few feet above mean sea level. The sewers in this area were installed with very little slope and in some locations they were installed with reverse slopes, consequently there is a surcharging problem in the Financial District and the abutting sections of the Central Business District.

In 1879 the East Side Interceptor was constructed to relieve the pollution problems in the inner harbor. This interceptor passes through the project in Atlantic Avenue and across the South Station



Parcel (E-3). All outflows from the project area eventually discharge into the East Side Interceptor except the Hadassah Way outflow. These outflows are equipped with tide gates and regulators, which recent investigations indicate are not operating. The interceptor has had few revisions since its installation. The only recorded revisions in the project area were for subway and highway construction. In the conclusions listed in the Charles A. Maguire and Associates report, "Preliminary Studies of Existing Utility Systems," the East Side Interceptor is rated as "poor to fair at best." This conclusion was reached after extensive photographic investigations of a large portion of the interceptor and after a visual examination was made near the J. F. Fitzgerald Expressway Tunnel. The visual inspection was made in 1955 and revealed bad cracks in the brick upper half of the interceptor, and mortar disintegration.

Separate System versus Combined Systems

For pollution control adequate separate sewer systems are a necessary asset to the renewal area. The active and future corrective measures being planned by the M.D.C. and the City of Boston will provide the vital elements for an overall separate sanitary sewer system. Other renewal projects now contemplated by the B.R.A., such as the Government Center and Waterfront Projects, will provide separated sewer systems.



The present combined sewer system in the Central Business District Project contributes its share to pollution of the waterfront. The present arrangement of the system in the project area is a prime cause of system surcharging problems in the adjacent Financial District.

The system is old in many sections and it is reasonable to assume that there are weak points that could cause severe problems with a capacity increase.

We recommend for the Central Business District Project, separate surface drainage and sanitary sewer systems for the following reasons:

- (1) To relieve the pollution of the waterfront by eliminating overflows to this area.
- (2) To continue the program of separation of sewer systems contemplated in present renewal projects.
- (3) To avoid any capacity increase to the existing combined system.
- (4) To perform the separation of systems while renewal activities are in progress thereby gaining economic benefits.
- (5) To avoid extensive changes to the present combined system which would be required in some areas if necessary alterations are made to comply with the present renewal plans.

Adjacent Area Problems

As previously mentioned, there is a surcharging effect in the Financial District resulting from sewers with insufficient slope, flatness of topography and the presence of some pipe installed with reverse slopes. This problem will be alleviated by diverting some of the present flow from the Water Street and Milk Street outflows down Congress Street to the Purchase Street outflow and diverting the remaining flow to the existing sewers in the East Boston subway structure in State Street.

The present combined outflow at Hudson Street passes under the J. F. Fitzgerald Expressway a considerable distance south of the tunnel portal at Kneeland Street and then is reconnected to the Kneeland Street sewer on the east side of the expressway. The existing combined sewer will be converted to surface drainage. The J. F. Fitzgerald Expressway presents a serious obstacle to the new sanitary outflow required to complete the separation of the systems. In order to determine the location and grade of the new outflow a study was made to find the most economical and practical alignment through the maze of highways in this area.



Surface Drainage System

The proposed surface drainage system will be new. Governed by the existing ground elevations within the project, the system will be divided into three drainage areas each with a separate outflow:

(1) The area north of Summer Street and Purchase Street will discharge to an existing 72" combined sewer outflow in Purchase Street. This outflow discharges into Boston Harbor between Northern Avenue and Congress Street; it will be converted to surface drainage only.

(2) The area south of Summer Street and east of Tremont Street will discharge through a new 96" outflow installed in an existing easement across the South Station Parcel (E-3). This outflow will discharge into Fort Point Channel.

(3) The area west of Tremont Street will discharge through a new outlet in Hadassah Way. This outlet will connect to the existing combined sewer at the Boylston Street project boundary.

Suitable branch mains will be installed to provide the proper local drainage for the various areas. Special siphons will be used in areas where existing subway structures within the street rights of way restrict the installation of sewer pipe. These siphons will allow continuity of the system within the drainage area.

The design of the proposed surface drainage system is based upon the design criteria used by the City of Boston PWD. The system inverts follow the surface contours wherever practical. Detail investigation during the execution phase of the project may reveal subsurface conditions that could affect the proposed inverts. Any change in inverts could effect a change in pipe size, to comply with accepted design practices. Pipe sizes could also be affected by any major changes in the renewal plan. At this preliminary stage of the project some allowance was made for these possible complications as the program progresses to the execution stage. Preliminary investigations of known subsurface conditions indicate that any revision required during the execution phase would not significantly effect the basic proposed arrangement, or estimated cost of the system. Pipe sizes shown near areas of proposed concentrated renewal activity will allow for some variation without significantly affecting the estimated cost of the system.

Sanitary Sewer System

For the following reasons the existing combined sewers will be converted to a sanitary sewer system. As previously stated, the existing combined sewers within the project include some of the oldest sewers in the City with various types of construction common



to the period of installation. Such sewers will be replaced because of age. Other existing sewers will be replaced because of improper slopes , proposed street adjustments , and extensive construction within the street rights of way for other utility modifications necessary to comply with the proposed project renewal. After these revisions most of the existing system remaining is an integral part of the subway structures and encased in concrete. Available information indicates that these sewers are providing relatively trouble free service. Construction of new sanitary sewers at suitable elevations in streets where subways exist is prohibitive in cost and would result in unsatisfactory alignment and grades. Sanitary sewers installed at higher elevations than the existing sewers would require considerable expenditure for house connection modifications and probably would require pumping of sewage from some buildings.

The existing system will be altered and expanded to include all new streets and proposed street adjustments and to provide additional capacity for the proposed project development.

The following major sanitary sewer modifications are proposed for the project area:

(1) The existing combined sewer conduits in the easement across Parcel E-3 will be abandoned because of their age and deteriorated condition. A new 36" sanitary sewer line will be constructed across this existing easement and will connect to the new east-side interceptor proposed in New Dorchester Avenue.

(2) The combined 72" sewer conduit in Purchase Street will be retained as a surface drainage outflow. A new 48" sanitary outflow will be constructed along Purchase Street to Northern Avenue and will enter the New east-side interceptor at New Dorchester Avenue. This supporting facility requires this route because of interferences with the J. F. Fitzgerald Expressway Tunnel within the project area.

(3) In order to complete the separation of the existing combined sewer systems west of the J. F. Fitzgerald Expressway, a new 48" sanitary sewer will be installed under the expressway from Hudson and Harvard Streets. This new sewer will be reconnected to the new Kneeland Street sanitary sewer on the east side of the expressway.

The design for the new portions of the sanitary sewer system is based upon the design criteria used by the City of Boston PWD. For the preliminary layout and estimates an average population density was estimated based on the proposed renewal within the project.



East Side Interceptor

The existing east side interceptor located in Atlantic Avenue and the South Station Parcel (E-3) will be abandoned because of its deteriorated condition and its capacity limit with respect to the proposed project renewal. The new interceptor, to be located within the right of way of New Dorchester Avenue, will be 96" in size due to (1) elimination of tide gates and regulators, (2) problems encountered with existing flat slopes, and (3) the estimated flows from this and other adjacent projects. This new alignment offers the advantages of providing a perimeter arrangement for the overall sanitary system and releases the existing easement in Parcel E-3 for future development. The proposed new interceptor will connect to the existing interceptor at the project boundaries. Recent investigation indicates that the interceptor is in fair-poor condition at best. For this reason it probably should be replaced in its entirety. As the renewal programs in the city progress, the interceptor becomes more critical to the proper function of a separate sanitary sewer system. The elevation and slope of the existing interceptor influences the arrangement of the tributary mains in the various renewal projects which are contributing flow to the interceptor. A new interceptor at a different elevation could eliminate some of the problems now encountered in the sanitary sewer arrangements in the



Fanuel Hall-Waterfront renewal project and the low areas of the Central Business District Project.

Every effort should be made to prepare and coordinate a master plan for the interceptor as soon as possible. Such action is necessary before execution of project improvements proceed to the point of final design.

To complete the separation of the combined system within the project, revision must be made to the Hadassah Way outflow from the Boylston Street project boundary to the West Side Interceptor.

For material specifications for the surface drainage and sanitary system, see Table 6 , Appendix B. For details of the new surface drainage system, see Drawing 2405-1-SD1.1, SD2.1, SD3.1, SD4.1 and SD5.1. For details of the sanitary sewer system, see Drawings 2405-1-SS1.1, SS2.1, SS3.1, SS4.1 and SS5.1.

For "Design Criteria For City of Boston Sanitary Sewer and Storm Drainage Systems", see Appendix "B", Table No. 9.



POLICE SIGNAL AND FIRE ALARM SYSTEMS

General. The Police Signal System in the city is under the jurisdiction of the Boston Police Department, Signal Division. The Fire Alarm in the City is under the jurisdiction of the Boston Fire Department, Alarm Division. The existing Fire Alarm and Police Signal systems in the project area are considered adequate and in satisfactory condition by the respective governing agency for the present land use.

Recommendations. Recommendations include the expansion and rearrangement of the existing systems to coincide with the proposed street adjustments and land use changes in the project.

The New England Telephone and Telegraph Company is required by the City of Boston to install conduits in their main duct banks for installation of Police Signal and Fire Alarm systems in the city. All other materials, conduit, wire, etc., required to complete the systems is furnished, installed, and maintained by the respective governing agency.

The systems recommended have an area coverage for the proposed land use changes in accordance with the applicable standards and



regulations. Conduits furnished by the New England Telephone and Telegraph Company will be used wherever practical. The specific changes required to revise the systems as recommended are shown on drawings No. 2405-1-C1.1, C2.1, C3.1, C4.1 and C5.1. These drawings have been reviewed by the governing agencies and these agencies have approved the revisions and arrangements proposed.

TRUCK SERVICE TUNNEL

The renewal plan proposes four underground "Truck Service Tunnels" within the project area. They will be used for vehicular access to proposed underground parking facilities and for merchandise delivery to major retail outlets in the project area. The proposed service tunnels will partially relieve the congested traffic in various areas by eliminating street level truck deliveries and street level parking.

The four proposed service tunnels are to be located as follows:

SECTION I Entrance on Bromfield Street, exit on West Street

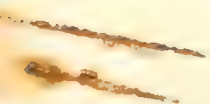
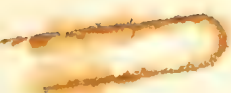
This section will be used only for underground merchandise delivery to the major retail stores in the area.

SECTION II Entrance on New Arch Street, exit on Hawley Street

This section will service a proposed underground parking facility and provide vehicular access to underground merchandise receiving facilities for a proposed large retail outlet in the area.

SECTION III Entrance on Essex Street and New Street, exit on Kingston Street

This section will be used for vehicular access to a proposed large underground parking facility.



SECTION IV Entrance on Washington Street, exit on Tremont Street

This section will be used for vehicular access to a proposed large underground parking facility.

Cost estimates for the above service tunnels are included in the project "Site Improvement Estimates" under Code (13) entitled, "Truck Service Tunnels". The proposed service tunnels are shown on Drawings 2405-1-R1, R2, R3 and R4 which accompany this report.

An engineering study was made of a more extensive service tunnel arrangement. A copy of this study is bound under Appendix "C" of this report.



PROPOSED PEDESTRIAN VIADUCT

As part of the project renewal plan a "Pedestrian Viaduct" is proposed. This viaduct is designed for both pedestrian foot traffic and a proposed "Minibus" service. The viaduct is to be constructed from the proposed large parking complex on the South Station Parcel to the concentrated retail outlets on Washington Street. It will relieve the concentrated and congested pedestrian and vehicular traffic problem that now confronts the major arteries in the Lewey Square area. The structure will be self-supporting cantilevered over the east side surface sidewalks of Summer Street and will have two egress and entrance platforms. One platform will be at High and Federal Streets and the other will be at Summer and Chauncy Streets.

A cost estimate for the above is included in the project "Site Improvement Estimates" under Code (14) entitled, "Pedestrian Viaduct". The proposed viaduct is shown on Drawing 2405-1-PV1.1.



PRIVATE UTILITIES

General. Virtually all of the present streets in the Central Business District have one or more types of private utility systems within the rights of way. The principal utility systems are:

- | | |
|--------------------|----------------------------------|
| (1) Telephone | - New England Tel & Tel Co. |
| (2) Gas | - Boston Gas Co. |
| (3) Electric Power | - Boston Edison Co. |
| (4) Steam | - Boston Edison Co. |
| (5) Alarm System | - Boston Low Tension Wire Assoc. |

All utilities are buried in the streets, no overhead lines exist.

The proposed new street arrangements will result in considerable revision to the private utility systems. In general, the greatest magnitude of changes will be required in the larger areas of development or where street arrangements are totally revised. During the detailed design period for project improvements, sufficient installation, time and provisions for orderly arrangement within the streets must be provided for private utilities.

Telephone. Primary telephone duct banks exist within the Central Business District in the majority of the major arteries within the area.



Secondary service facilities exist in most streets as duct banks and/or buried conduit.

The duct banks in Lagrange Street and Bedford Street (Columbia-Summer) must be either abandoned or relocated because these streets are to be abandoned for parcel development. Sections of duct banks in Boylston Street (Boylston Sq. - Washington) and Franklin Street (Hawley-Washington) will have to be relocated within new rights of way due to the proposed realignments of these streets. Other revisions will be required to secondary services but will be minor in scope.

Gas. Major gas lines exist in Washington, Harrison Avenue, Stuart, Kneeland, Atlantic Avenue, Summer, Otis, Devonshire, Federal, Purchase, Winter, Boylston, Columbus Avenue, Kingston and Park Square. Relocation of gas mains in Park Square to other streets will be required due to parcel development in this area.

Dependent upon the future arrangement of all utilities within the street cross-section, it may be necessary to make revisions in other major gas mains. Minor changes will be required to provide services to new developments and possibly in streets where extensive rebuilding is performed.



Electric Power. The electric power system consists of cables in buried conduits within the street rights of way. Distribution substations exist on Arch Street and Chauncy Street. A 115 KV primary system cable enters Congress Street from Post Office Square, continues north along this route and leaves the project area at State Street. 13.8 KV cables provide the basic distribution system within the project area with suitable "step-down" transformation provided throughout the area for consumer service.

New proposed street arrangements will necessitate the relocation of the Arch Street substation. This will require major revisions and expenditures by the Boston Edison Co. A number of the 13.8 KV cables will require either complete or partial rerouting from streets such as Franklin, Hawley, Arch, Bedford, Lincoln, Dorchester Avenue, Broadway, Park Square, Carver and Beach Streets because of new street arrangements and proposed parcel development within the project area. Consequently, it appears that the proposed redevelopment within the Central Business District will have a large impact upon the electric power facilities.

Steam. Boston Edison supplies steam in underground piping to a large portion of the project area. This steam is primarily used for

the heating of buildings. The steam lines vary in size from 6-inch to 16-inch, and are buried within the street rights of way. Most of the steam is supplied from a generating plant on Kneeland Street. A number of these steam lines will have to be abandoned or rerouted from streets such as South, Franklin, Boylston, Carver and Broadway due to proposed redevelopment in the project area.

Alarm System. Automatic fire alarm system conduits exist within the project area in State, Court, Milk, Congress, Chauncy, Arch, Franklin, Federal, Devonshire, Winter, Bedford, Essex, Mason, Avery and Washington Streets. These conduits are installed and owned by the Boston Low Tension Wire Association. Some conduit in Arch Street will have to be rerouted because of proposed street relocation; and some conduit in Franklin Street will have to be relocated within a new right of way due to the proposed new street alignment between Washington Street and Hawley Street. Minor changes will be required to provide services to new developments and possibly in streets where extensive rebuilding is proposed.

MBTA POWER FEEDER DUCT BANKS

The Massachusetts Bay Transportation Authority (MBTA) operates and maintains an extensive grid of power supply cables for subway operation. In various portions of the project, the cables are buried in conduit banks within the street rights of way.

The following duct banks pass through the existing project area:

(1) A duct bank entering the project from the north, traversing Devonshire-Otis-Kingston Streets and terminating at a manhole 250-feet south of Essex Street in Kingston Street.

(2) A duct bank entering the area at Congress Street and Atlantic Avenue, following the Atlantic Avenue-Summer Street-Dorchester Avenue route and leaving the area at the Fort Point Channel Bridge.

(3) A duct bank entering Essex Street from a manhole in Kingston Street, following along Essex-Boylston Streets and terminating in the subway at Tremont and Boylston Streets.

(4) A duct bank in Arlington Street, entering the area at Stuart Street and leaving the area at Boylston Street.

The only duct line that will be affected by the proposed renewal work will be the section of duct bank in Boylston Street between

Bumstead Court and Washington Street. This is due to the proposed street realignment of this section of Boylston Street.

Cost estimates for the above is included in the project "Site Improvement Estimates" under Code (1) entitled "Demolition and Site Clearance".

For specific changes to revise the existing duct bank, see Drawing 2405-1-C4.1.

GEOLOGY

General. A review of the topographical history of the city indicates that the section east of Washington Street and south of Essex Street are filled areas. These areas were filled during the 19th century. The boring information recorded in this area indicates the extent of varying fill depths.

Boring information for the project area has been assembled from records of the Boston Society of Civil Engineers and the Massachusetts Department of Public Works. This information has been recorded on Drawings No. 2405-1-B1 and B2. The majority of borings are concentrated in Tremont Street, Boylston Street, Summer Street, Kneeland Street, South Station area and in the J. F. Fitzgerald Expressway rights of way with the remaining borings scattered intermittently throughout the project. There is little existing boring information in the areas of proposed extensive development.

The most recent and detailed borings were taken for the Massachusetts Department of Public Works. The information from these borings was used as a basis for the design of the J. F. Fitzgerald Expressway, which crosses the project area between Kneeland Street and Congress Street. The information from these borings is

reliable. These borings show the ground water level between elevation 0.5 ft. and 14.5 ft., Boston Mean Base.

A review of the boring information indicates a predominant clay condition of varying depths. There is a little sand and gravel present at specific locations. A few borings within the project area show bedrock at various depths, none of which, however, are sufficiently close to the surface to present excavation problems.

Conclusions and Recommendations. Although information concerning subsoil conditions is limited, certain general conclusions can be made as listed below:

1. The general subsoil conditions are similar to those found in nearby areas of the city. Thus, it appears probable that the design of structures will present no problems not previously encountered in other parts of the city.

2. Information available indicates that ground water will exist near the surface in some areas particularly the southeast section of the project. Excavations in these areas may require facilities to handle this flow and effect the design of proposed structures.

3. Information available indicates that bed rock is not sufficiently close to the surface to present excavation problems.

4. In some local areas undesirable foundation material is present and will require consideration during structure designs.

Because of the limited available boring information within the project additional detailed information will be required in areas where structures are proposed.

SPECIAL STUDIES

As a part of the project improvement study the following three special studies were made:

1. Preliminary Engineering Study For Proposed Truck Service Tunnel - Central Business District

During the initial project planning stage a complex of underground truck service tunnels was considered within the project area. A preliminary engineering and feasibility study was made of this complex. A copy of this study is bound under Appendix "C" of this report.

2. Preliminary Engineering Study Of Proposed M.B.T.A. Adjustments

A preliminary engineering and feasibility study was made of modifications and improvements for the existing M.B.T.A. subway station facilities in the Central Business District. A copy of this study is bound under Appendix "C" of this report.

3. Preliminary Engineering Study For Replacement Roadway For Washington Street

A preliminary engineering study was made of three alternate preliminary designs for a second level roadway to replace Washington Street. A copy of this study is bound under Appendix "C" of this report.

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963STREET *ALLEN'S ALLEY **
FROM *TREMONT ST.*CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

22 to 24

TRAFFIC LANES - NO.

LIVE */* PARKING */*

TRAFFIC DIRECTION

Each Way

PAVEMENT

LENGTH-FT. *232±*WIDTH-FT. *16 to 18*AREA-S.Y. *438±*SURFACE *Asphalt*CONDITION *Poor*BASE *—*CURB *Yes*MEDIAN *No*

LAST CONSTR. DATE

SIDEWALKS

CURBS

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT

*Concrete & Asphalt**3' to 4'**Poor*

RIGHT

*Granite**1" to 5"**Poor*

LEFT

*Concrete & Asphalt**2' to 3'**Poor*

LEFT

*Granite**1" to 5"**Poor*

STREET LIGHTING

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

None

LEFT

None

MEDIAN

SEWERS

WATER

12" Pipe - Tremont to Dead End
12" Iron Pipe - Tremont to Dead End
Private Sewer - Allen's Alley to
*Boylston Place**L.S. - 6" to end of street*

REMARKS

** Private Way*



STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ARCH*
FROM *FRANKLIN*

CLASSIFICATION *INTERIOR*
TO *MILK*

RIGHT OF WAY - FT.
40

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *432*
WIDTH-FT. *26*
AREA-S.Y. *1259*

SURFACE *Asphalt*
CONDITION *Fair to Poor*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1927*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|---------------------|-------|-----------------|-----------|-------------|
| RIGHT | <i>Granite & Concrete</i> | <i>7</i> | <i>Poor to Fair</i> | RIGHT | <i>Concrete</i> | <i>12</i> | <i>Good</i> |
| | | | | | <i>Granite</i> | <i>12</i> | <i>Poor</i> |
| LEFT | <i>Concrete & Asphalt</i> | <i>5 to 7</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>8</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|---------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>0</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|---|
| <i>12" Scotch Pipe - Milk to Franklin</i> | <i>L.S.-8"-Franklin to Milk (Capped in Center)</i> <i>H.S.-12"-Franklin to 95' South of Milk</i> |
|---|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ARCH*
FROM *FRANKLIN*

CLASSIFICATION *INTERIOR*
TO *MILK*

RIGHT OF WAY - FT.
40

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *432*
WIDTH-FT. *26*
AREA-S.Y. *1259*

SURFACE *Asphalt*
CONDITION *Fair to Poor*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1927*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|---------------------|-------|-----------------|-----------|-------------|
| RIGHT | <i>Granite & Concrete</i> | <i>7</i> | <i>Poor to Fair</i> | RIGHT | <i>Concrete</i> | <i>12</i> | <i>Good</i> |
| | | | | | <i>Granite</i> | <i>12</i> | <i>Poor</i> |
| LEFT | <i>Concrete & Asphalt</i> | <i>5 to 7</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>8</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|---------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>0</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>12" Scotch Pipe - Milk to Franklin</i> | <i>L.S.-8"- Franklin to Milk (Capped in Center)</i> <i>H.S.-12"-Franklin to 95' South of Milk</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ARCH*
FROM *SUMMER*

CLASSIFICATION *INTERIOR*
TO *FRANKLIN*

RIGHT OF WAY - FT.
50

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. *401*
WIDTH-FT. *34*
AREA-S.Y. *1551*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1915*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|----------------|-------------|-------|------------------------------|----------|-------------|
| RIGHT | <i>Asphalt</i> | <i>7 to 15</i> | <i>Good</i> | RIGHT | <i>Granite & Asphalt</i> | <i>6</i> | <i>Good</i> |
| LEFT | <i>Asphalt</i> | <i>7 to 15</i> | <i>Good</i> | LEFT | <i>Asphalt</i> | <i>8</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete - Single Arm</i> | <i>6,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

16"x24"- Summer to Franklin

L.S. - 8"- Summer to Franklin
H.S. - 8"- Summer to Franklin

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ARLINGTON*
FROM *BOYLSTON*

CLASSIFICATION *BOUNDARY*
TO *STUART*

RIGHT OF WAY - FT.
70

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *606*
WIDTH-FT. *39 to 40*
AREA-S.Y. *2738*

SURFACE *Asphalt*
CONDITION *Poor to Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1955*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|---------------------|-------|-----------------------------------|------------------------------------|----------------------------|
| RIGHT | <i>Concrete</i> | <i>15'</i> | <i>Fair to Good</i> | RIGHT | <i>Granite</i> | <i>2" to 5"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>15'</i> | <i>Fair to Good</i> | LEFT | <i>Granite</i> <i>Concrete</i> | <i>3" to 5"</i> <i>4" to 5"</i> | <i>Fair</i> <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|------------------------------------|
| RIGHT | <i>5</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Fair - 4</i> <i>Poor - 1</i> |
| LEFT | <i>5</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Fair - 4</i> <i>Poor - 1</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

2-10" Pipes - St. James to Stuart
2-12" Pipes - St. James to Stuart
12" Pipe - 60' S. Boylston to Providence

L.S.-12" - Boylston to Stuart
H.S.-10" - Stuart to Providence

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET ATLANTIC AVE
FROM ESSEX

CLASSIFICATION INTERIOR
TO KNEELAND

RIGHT OF WAY - FT.
100-228

TRAFFIC LANES - NO.
LIVE *2* **PARKING** *2*

TRAFFIC DIRECTION
North - South

P A V E M E N T

LENGTH-FT. *1244*
WIDTH-FT. *70-180*
AREA-S.Y. *12,075*

SURFACE *Asphalt & Concrete*
CONDITION *Poor - Fair*
BASE *Concrete*

CURB *YES*
MEDIAN *No*
LAST CONSTR. DATE *1934*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>15-24</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>6-8</i> | <i>Poor</i> |
| LEFT | <i>Slate</i> | <i>15-24</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>6-8</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|---|--------------------------------|----------------------------|
| RIGHT | <i>2</i> | <i>(1) Wood - Top Mounted</i> <i>(1) Concrete - Single Arm</i> | <i>10,000</i> <i>20,000</i> | <i>Poor</i> <i>Good</i> |
| LEFT | <i>6</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> <i>20,000</i> | <i>Poor</i> |
| MEDIAN | <i>No</i> | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>2'-8" x 4'-6" Brick - Essex to Beach (Interceptor)</i> <i>12"-30' South of East to Beach</i> <i>18" - Beach to 140' South of Beach</i> <i>18"-160' North of Kneeland to Kneeland</i> | <i>L.S. - 16" - Essex to Kneeland</i> <i>H.S. - 12" - Essex to Kneeland</i> |
|--|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ATLANTIC AVE.*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *SUMMER*

| | | |
|--------------------|---|---|
| RIGHT OF WAY - FT. | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>North - South</i> |
|--------------------|---|---|

PAVEMENT

| | | |
|----------------------------|-------------------------|----------------------------------|
| LENGTH-FT. <i>430 ±</i> | SURFACE <i>Concrete</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>70 to 180</i> | CONDITION <i>Fair</i> | MEDIAN <i>Yes (At Dewey Sq.)</i> |
| AREA-S.Y. <i>4800 ±</i> | BASE <i>—</i> | LAST CONSTR. DATE <i>1934-38</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>12'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2" to 5"</i> | <i>Good</i> |
| LEFT | <i>Slate</i> | <i>12'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>5"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | <i>1</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |

SEWERS

WATER

| | |
|--|-------------------------------------|
| <i>20" Pipe - 40' N. of Essex to 60'S. of Summer</i> | <i>L.S. - 16" - Essex to Summer</i> |
| <i>2'8"x4'-6" - Abandoned - Essex to 60'S. of Summer</i> | <i>H.S. - 12" - Essex to Summer</i> |
| <i>4'3"x4'-6" - Essex to Summer</i> | |

REMARKS

Single track railroad in center of avenue.

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ATLANTIC AVE. (Including Dewey Sq.)* CLASSIFICATION *BOUNDARY*
FROM *SUMMER* TO *CONGRESS*

RIGHT OF WAY - FT.
86

TRAFFIC LANES - NO.
LIVE *3* PARKING *1*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *595 ±*
WIDTH-FT. *76*
AREA-S.Y. *4958 ±*

SURFACE *Concrete*
CONDITION *Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1934-38*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>12'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4" to 6"</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | LEFT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>3</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>2'-8" x 4'-6" - At Dewey Sq.</i> <i>48" Interceptor - Dewey St. to 20' N. of Atlantic Ave.</i> <i>2'-8" x 4'-6" Abandoned - 20' N. of Atlantic Ave to Congress</i> <i>24" x 36" - Tileston to Congress</i> <i>3' x 2' - Atlantic Ave. to Tileston</i> | <i>L.S. - 16" - Summer to Congress</i> <i>H.S. - 12" - Summer to Congress</i> |
|--|--|

REMARKS

Single track railroad in center of avenue.

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *AVERY*
FROM *TREMONT*

CLASSIFICATION *INTERIOR*
TO *WASHINGTON*

| | | |
|---------------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>39 to 40</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>0</i> | TRAFFIC DIRECTION <i>East</i> |
|---------------------------------------|---|----------------------------------|

P A V E M E N T

| | | |
|-----------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>425</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>26</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>550</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1952</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------------|-------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>6' to 7'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3" to 6"</i> | <i>Fair to Poor</i> |
| LEFT | <i>Concrete</i> | <i>6' to 7'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3" to 6"</i> | <i>Fair to Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete-Single Arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|---|
| <i>12" Pipe - Mason to Washington</i> <i>15" Pipe - Mason to Washington</i> | <i>H.S. - 12" - Tremont to Washington</i> |
|--|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *AVERY PLACE **
FROM *AVERY*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|---------------------------------|--|---|
| RIGHT OF WAY - FT. <i>16</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING | TRAFFIC DIRECTION <i>North-South</i> |
|---------------------------------|--|---|

P A V E M E N T

| | | |
|-----------------------|------------------------|----------------------------|
| LENGTH-FT. <i>130</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>8</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>132</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>-</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------|-------------|-------|----------------|-------------|-------------|
| RIGHT | <i>Concrete</i> | <i>3.5'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>3"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>3.5'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>0.3"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|-------------|
| <i>Sewer- Avery St. to 50' N. of Avery St.</i> | <i>None</i> |
|--|-------------|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *AVON*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *CHAUNCY*

RIGHT OF WAY - FT.
32 to 35

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *437*
WIDTH-FT. *20 to 23*
AREA-S.Y. *1081*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *Part. 1901 - Part. 1949*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|-----------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Asphalt</i> | <i>6'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>5" to 8"</i> | <i>Good</i> |
| LEFT | <i>Asphalt</i> | <i>6'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete - Single Arm</i> | <i>2,500</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete - Single Arm</i> | <i>2,500</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>10" Pipe - 210' S. of Washington to Chauncy</i> | <i>L.S. - 10" - Washington to Chauncy (Capped in center)</i> |
| <i>10" Pipe - Abandoned - 90'S. of Wash. to 170'S. of Wash.</i> | |
| <i>12" Pipe - Washington to 170'S. of Washington</i> | <i>H.S. - 10" Washington to Chauncy (Capped in center)</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BEACH*
FROM *HARRISON AVE.*

CLASSIFICATION *INTERIOR*
TO *J. F. FITZGERALD EXPRESSWAY*

RIGHT OF WAY - FT.
50

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *475 ±*
WIDTH-FT. *34*
AREA-S.Y. *1795 ±*

SURFACE *Asphalt*
CONDITION *Good*
BASE *-*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1959*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|---------------------|-------|----------------|---------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>8</i> | <i>Good to Fair</i> | RIGHT | <i>Granite</i> | <i>4"-12"</i> | <i>Good to Fair</i> |
| LEFT | <i>Concrete</i> | <i>8</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>9"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

2'x6" - Harrison to Hudson St.

*L.P. - 12" Harrison to Expressway
(Capped at Exprwy)
H.S. - 12" Harrison to Expressway*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BEACH*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *HARRISON AVE.*

| | | |
|---------------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>44 to 51</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>West</i> |
|---------------------------------------|---|----------------------------------|

P A V E M E N T

| | | |
|---------------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>444</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>33 to 36</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>1750</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>1944</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|------------------|-------------|-------|-------------------------------|-----------------|---------------------|
| RIGHT | <i>Concrete & Asphalt</i> | <i>6' to 10'</i> | <i>Fair</i> | RIGHT | <i>Concrete & Granite</i> | <i>3" to 6"</i> | <i>Fair to Good</i> |
| LEFT | <i>Granite & Concrete</i> | <i>5'</i> | <i>Good</i> | LEFT | <i>Concrete & Granite</i> | <i>3" to 8"</i> | <i>Fair to Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>30"x36" Brick - Washington to Harrison Ave.</i> | <i>L.S. - 12" - Washington to Harrison</i> <i>H.S. - 12" - Washington to Harrison</i> |
|--|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BEACH ST.*
FROM *J.F. FITZGERALD EXP.*

CLASSIFICATION *INTERIOR*
TO *SOUTH ST.*

RIGHT OF WAY - FT.
50

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *584*
WIDTH-FT. *34*
AREA-S.Y. *2215*

SURFACE *Asphalt & Concrete*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1959*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|-------------|-------|----------------|------------|--------------------|
| RIGHT | <i>Concrete</i> | <i>8</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair - Poor</i> |
| LEFT | <i>Concrete</i> | <i>8</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair - Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>3</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>4'-6" x 5'-0" - J.F. Fitzgerald Exp. to South</i> | <i>L.S. - 12" - J.F. Fitzgerald Exp. to South St. H.S. - 12" - J.F. Fitzgerald Exp. to South St.</i> |
|--|--|

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BEACH ST.*
FROM *SOUTH ST.*

CLASSIFICATION *INTERIOR*
TO *ATLANTIC AVE.*

RIGHT OF WAY - FT.
48-52

TRAFFIC LANES - NO.
LIVE *1* **PARKING** *2*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *188*
WIDTH-FT. *32-34*
AREA-S.Y. *728*

SURFACE *Asphalt & Concrete*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|------------|--------------------|
| RIGHT | <i>Concrete</i> | <i>8-9</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair - Poor</i> |
| LEFT | <i>Concrete</i> | <i>8-9</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair - Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

4'-6" x 5'-0" - South to Atlantic Ave.

L.S. - 12" - South to Atlantic Ave.
H.S. - 12" - South to Atlantic Ave.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

(HAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BEDFORD*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *SUMMER*

| | | |
|---------------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>36 to 44</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>West</i> |
|---------------------------------------|---|----------------------------------|

PAVEMENT

| | | |
|---------------------------|---------------------------------------|----------------------------------|
| LENGTH-FT. <i>1047</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>21 to 29</i> | CONDITION <i>Fair to Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>3015</i> | BASE <i>Concrete on Granite Block</i> | LAST CONSTR. DATE <i>1948-52</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|--|-----------------|-------------|-------|----------------|------------------|-------------|
| RIGHT | <i>Concrete & Asphalt</i> | <i>1' to 9'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3" to 6"</i> | <i>Good</i> |
| LEFT | <i>Granite, Concrete & Asphalt</i> | <i>6' to 9'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>4" to 12"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>5</i> | <i>Concrete - Single Arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | <i>1</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |

SEWERS

WATER

| | |
|--|---|
| <i>20" Pipe - Washington to Harrison Ave</i> | <i>L.S. - 16" - Washington to Summer</i> |
| <i>2' 6" x 3' - Brick - Harrison Ave. to Chauncy St.</i> | <i>H.S. - 12" - Washington to Summer</i> |
| <i>2' x 3' - Egg - Chauncy to Kingston St.</i> | <i>Div. Gate - 16" - Summer at Church Green</i> |
| <i>12" - Scotch Pipe - Kingston to Church green</i> | <i>Div. Gate - 10" - at Bedford - Harrison</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BOSWORTH*
FROM *TREMONT*

CLASSIFICATION *INTERIOR*
TO *PROVINCE*

| | | |
|---------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>32</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>East</i> |
|---------------------------------|---|----------------------------------|

P A V E M E N T

| | | |
|-----------------------|------------------------------------|-------------------------------|
| LENGTH-FT. <i>214</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>19.5</i> | CONDITION <i>Poor to Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>474</i> | BASE <i>3" Bituminous Concrete</i> | LAST CONSTR. DATE <i>1938</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------------|---------------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>6'</i> | <i>Poor to Good</i> | RIGHT | <i>Granite</i> | <i>5"</i> | <i>Good</i> |
| LEFT | <i>Granite</i> | <i>3' to 6'</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>4" to 5"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Concrete-Single Arm</i> | <i>4,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|---|
| <i>None</i> | <i>H.S. - 12" - Tremont to Province</i> |
|-------------|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
SEPTEMBER, 1963

STREET *BOYLSTON*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *TREMONT*

| | | |
|---------------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>49 To 52</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>East</i> |
|---------------------------------------|---|----------------------------------|

PAVEMENT

| | | |
|------------------------|-------------------------------|-------------------------------|
| LENGTH-FT. <i>479</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>35-38</i> | CONDITION <i>Fair to Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>1973</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1953</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|---------------|---------------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Asphalt & Conc.</i> | <i>7'-10'</i> | <i>Fair to Poor</i> | RIGHT | <i>Granite</i> | <i>3'-6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>7'-10'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3'-6"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single Arm</i> | <i>25,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Concrete-Single Arm</i> | <i>25,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|--|---|
| <i>20" Bbl. to 15" Pipe to 24" Pipe from 40' East of Tremont to Washington St.</i> | <i>L.S. - 30" - Washington - Tremont 12" - Washington - Tremont H.S. - 16" - Washington - Tremont 12" Div. Gate - Washington - Boylston</i> |
|--|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BOYLSTON*
FROM *TREMONT*

CLASSIFICATION *BOUNDARY*
TO *44' WEST OF TREMONT*

| | | |
|---------------------------------|---|---|
| RIGHT OF WAY - FT. <i>53</i> | TRAFFIC LANES - NO. LIVE <i>4</i> PARKING <i>0</i> | TRAFFIC DIRECTION <i>East (3) - West (1)</i> |
|---------------------------------|---|---|

P A V E M E N T

| | | |
|----------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>44</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>43</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>226</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1926</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>15'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3" to 5"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>5" to 6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|---|
| <i>10" Pipe - Tremont to 44' W. of Tremont.</i> | <i>L.S. - 30" - Intersection - 12" (two lines) - one each way from intersection. H.S. - 16" - Intersection east. 12" - Intersection West & south.</i> |
|---|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BOYLSTON*
FROM *44' WEST OF TREMONT*

CLASSIFICATION *BOUNDARY*
TO *PARK SQUARE*

RIGHT OF WAY - FT.
53 to 57

TRAFFIC LANES - NO.
LIVE *4* PARKING *0*

TRAFFIC DIRECTION
East (3) - West (1)

P A V E M E N T

LENGTH-FT. *615*
WIDTH-FT. *43*
AREA-S.Y. *2960*

SURFACE *Asphalt*
CONDITION *Fair to Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1957*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------------|-------------|-------|----------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>15'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3'-6"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>11'-18'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>3'-6"</i> | <i>Poor to Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>2</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

*15" Pipe 170' W. of Tremont to
Park Sq.*

*L.S. - 12" - Tremont to Park Sq.
H.S. - 12" 8" 12" Tremont to Park Sq.*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BOYLSTON*
FROM *PARK SQUARE*

CLASSIFICATION *BOUNDARY*
TO *ARLINGTON*

RIGHT OF WAY - FT.
120

TRAFFIC LANES - NO.
LIVE *6* PARKING *2*

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *893 ±*
WIDTH-FT. *88 - 94*
AREA-S.Y. *8502 ±*

SURFACE *Asphalt*
CONDITION *Poor to Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *Yes (5' wide)*
LAST CONSTR. DATE *1941*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------------------|---------------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Brick</i> | <i>12'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>5"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>12-15[±]</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>3" to 5"</i> | <i>Fair to Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>5</i> | <i>Wood top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| | <i>1</i> | <i>Wood top mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>5</i> | <i>Wood top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | <i>10</i> | <i>Concrete top mounted</i> | <i>6,000</i> | <i>Good</i> |

S E W E R S

W A T E R

*10" to 12" to 10" Pipe - Park Sq. to
Arlington St.*
15" to 12" to 10" Pipe - Park Sq. to Arlington St.
2.15 x 3.25 - Egg - Park Sq. to Arlington St.
10" Pipe - Hadassah Way to Park Sq.

L.S. - 12" - Charles to Arlington
H.S. - 20" to 24" - Charles to Arlington.

REMARKS

Median strip Curbs. - 5" high in good Condition.

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BOYLSTON PLACE **
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

18 TO 28

TRAFFIC LANES - NO.

LIVE *1*

PARKING *1*

TRAFFIC DIRECTION

Each Way

P A V E M E N T

LENGTH-FT. *335 ±*

WIDTH-FT. *12 to 18*

AREA-S.Y. *570 ±*

SURFACE *Asphalt*

CONDITION *Fair to Poor*

BASE *—*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete & Brick</i> | <i>0'-5'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>3"-6"</i> | <i>Poor</i> |
| LEFT | <i>Asphalt & Brick</i> | <i>0'-5'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>3"-6"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>620</i> | <i>Poor</i> |
| LEFT | <i>None</i> | | | <i>—</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|---|
| <i>12" Pipe - Boylston St. to 240' South of Boylston St.</i> | <i>L.S. - 8" for 210 ft. from Boylston.</i> |
| <i>15" Pipe - Boylston to 240' South of Boylston St.</i> | |

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BOYLSTON SQUARE**
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *WASHINGTON*

RIGHT OF WAY - FT.
20 to 24

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
Each Way

P A V E M E N T

LENGTH-FT. *276±*
WIDTH-FT. *12 to 14±*
AREA-S.Y. *410±*

SURFACE *Gran. Blk. in Conc.*
CONDITION *Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>3'-4'</i> | <i>Poor</i> | RIGHT | <i>Granite & Conc.</i> | <i>2" to 5"</i> | <i>Poor</i> |
| LEFT | <i>Brick</i> | <i>3'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>2" to 5"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>—</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|---|
| <i>11" x 15" - Washington to 60'S. of Boylston St.</i> | <i>H.S. - 8" - Boylston to Washington</i> |
|--|---|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BROADWAY*
FROM *STUART ST.*

CLASSIFICATION *INTERIOR*
TO *ELIOT ST.*

| | | |
|------------------------------------|---|---------------------------------------|
| RIGHT OF WAY - FT. <i>61-67</i> | TRAFFIC LANES - NO. LIVE <i>4</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>Northwest</i> |
|------------------------------------|---|---------------------------------------|

P A V E M E N T

| | | |
|------------------------|------------------------|-------------------|
| LENGTH-FT. <i>170±</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40-46</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>7310±</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|-------------|-------|-----------------|-----------|------------------|
| RIGHT | <i>Concrete</i> | <i>10'-6"</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Fair-Poor</i> |
| LEFT | <i>Concrete</i> | <i>10'-6"</i> | <i>Poor</i> | LEFT | <i>Concrete</i> | <i>6"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>2'-0"×2'-3"-Br-SD</i> <i>12"-SS</i> <i>12"-SS</i> | <i>L.S. - 12"</i> <i>HPFS - 16"</i> |
|--|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BROMFIELD*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *TREMONT*

RIGHT OF WAY - FT.
34 TO 36

TRAFFIC LANES - NO.
LIVE *2* PARKING *0*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *533*
WIDTH-FT. *21 to 23*
AREA-S.Y. *1363*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Bituminous Conc. on Block*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|---|-----------------|------------------|-------|----------------|--------------|------------------|
| RIGHT | <i>Concrete</i> | <i>6' to 7'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4"-8"</i> | <i>Good-Poor</i> |
| LEFT | <i>Concrete Granite & Asphalt</i> | <i>6' to 7'</i> | <i>Good-Poor</i> | LEFT | <i>Granite</i> | <i>1"-4"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | | | | |
| MEDIAN | <i>4</i> | <i>Concrete-Single-arm</i> | <i>10,000</i> | <i>Good</i> |

S E W E R S

W A T E R

2'-0" x 2'-3" Tremont & Washington

H.S.-12" Tremont to Washington

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BUMSTEAD COURT **
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *HEAD PLACE*

RIGHT OF WAY - FT.

14⁵ to 18

TRAFFIC LANES - NO.

LIVE

1

PARKING

0

TRAFFIC DIRECTION

Each Way

P A V E M E N T

LENGTH-FT. *378*

WIDTH-FT. *7⁵*

AREA-S.Y. *315*

SURFACE *Granite Block*

CONDITION *Poor*

BASE

-

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE

-

S I D E W A L K S

C U R B S

TYPE

WIDTH

CONDITION

RIGHT

Concrete

3 to 4

Poor

RIGHT

Concrete

3'-6"

Poor

LEFT

Concrete

2⁵

Poor

LEFT

Concrete

3'-6"

Poor

S T R E E T L I G H T I N G

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

None

LEFT

None

MEDIAN

S E W E R S

W A T E R

*8" Pipe - Boylston St. to 160' N. of
Boylston St.*

*13" x 17" - Boylston to 80' N of
Boylston St.*

H.S. - 6" & 4" - Boylston to end.

REMARKS

* *Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *BUSSEY PLACE**
FROM *ARCH*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
23

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
Each Way

P A V E M E N T

LENGTH-FT. *100*

SURFACE *BRICK*

CURB *Yes*

WIDTH-FT. *15*

CONDITION *FAIR*

MEDIAN *No*

AREA-S.Y. *166.5*

BASE *-*

LAST CONSTR. DATE *-*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Asphalt</i> | <i>4'</i> | <i>Good</i> | RIGHT | <i>Asphalt</i> | <i>4"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>4'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CARVER*
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *ELIOT*

RIGHT OF WAY - FT.
24 to 28

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. *391*
WIDTH-FT. *16-18*
AREA-S.Y. *790*

SURFACE *Asphalt Conc.*
CONDITION *Poor*
BASE *Granite Block*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1951*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|--------------|---------------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>4'-5'</i> | <i>Poor to Fair</i> | RIGHT | <i>Granite</i> | <i>2" to 6"</i> | <i>Poor</i> |
| LEFT | <i>Asphalt & Conc.</i> | <i>4'-5'</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>2" to 6"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*20" x 23" to 12" x 17" - Boylston to 40'
North of Eliot St.
Abandoned Sewer - Townsend Pl.
to 40' N of Eliot St.*

L.S. - 10" - Boylston to Eliot.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CARVER*
FROM *ELIOT*

CLASSIFICATION *INTERIOR*
TO *STUART*

RIGHT OF WAY - FT.
34 to 36

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *102*
WIDTH-FT. *22-23*
AREA-S.Y. *265*

SURFACE *Asphalt*
CONDITION *Poor*
BASE *Granite Block on Conc. Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1946*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>6'-7'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>0"-2"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>6'-7'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"-5"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

12" x 15" - Eliot to Stuart

L.S. - 10" - Eliot to Stuart

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CHANNING**
FROM *CONGRESS*

CLASSIFICATION *INTERIOR*
TO *LEATHER SQUARE*

RIGHT OF WAY - FT.
20 to 26

TRAFFIC LANES - NO.
LIVE *2* PARKING *None*

TRAFFIC DIRECTION
East - West

P A V E M E N T

LENGTH-FT. *85 ±*
WIDTH-FT. *14⁵ to 25*
AREA-S.Y. *135 ±*

SURFACE *Granite Block in Conc.*
CONDITION *Poor*
BASE *-*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *-*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|--------------------------|-------------|-------|----------------|-------------|-------------|
| RIGHT | <i>Conc.</i> | <i>1'-5⁵'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>5" ±</i> | <i>Good</i> |
| LEFT | <i>Asphalt</i> | <i>4' ±</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>5" ±</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

20" Bbl. - Congress to Leather Sq.

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CHAPMAN PLACE*
FROM *BOSWORTH*

CLASSIFICATION *INTERIOR*
TO *SCHOOL*

RIGHT OF WAY - FT.
17 to 23

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
North - South

P A V E M E N T

LENGTH-FT. *300*
WIDTH-FT. *8 - 14*
AREA-S.Y. *367*

SURFACE *Granite Block*
CONDITION *Fair*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1916*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete & Asphalt</i> | <i>3-4</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4"-9"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>3-4</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4"-6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

*12"x16"-60' N. of Bosworth to
School St.*

H.S. - 8" - Bosworth to School

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CHAUNCY*
FROM *SUMMER*

CLASSIFICATION *INTERIOR*
TO *ESSEX*

RIGHT OF WAY - FT.
47 to 54

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *870*
WIDTH-FT. *23-34*
AREA-S.Y. *2898*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block in Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1949*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|--|---------------|-------------|-------|------------------------------|--------------|-------------|
| RIGHT | <i>Granite, Asphalt & Concrete</i> | <i>7'-10'</i> | <i>Good</i> | RIGHT | <i>Asphalt & Granite</i> | <i>5'</i> | <i>Good</i> |
| LEFT | <i>Asphalt & Conc.</i> | <i>7'</i> | <i>Good</i> | LEFT | <i>Asphalt & Granite</i> | <i>4'-7'</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Concrete-Single Arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

10"-12" Pipe-Summer to Essex Strs.
16" Sq. Wood and Brick, Essex to 140' N. of Essex.

L.S.-12" to 8"-Summer to Essex
8"-Bedford to Essex
H.S.-12"-Summer to Bedford
6"-Bedford to Essex

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CHICKERING PLACE **
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
12

TRAFFIC LANES - NO.
LIVE PARKING

TRAFFIC DIRECTION

P A V E M E N T

LENGTH-FT.
WIDTH-FT.
AREA-S.Y.

SURFACE
CONDITION
BASE

CURB
MEDIAN
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|------|-------|-----------|-------|------|--------|-----------|
| RIGHT | | | | RIGHT | | | |
| LEFT | | | | LEFT | | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | | | | |
| LEFT | | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>12" Pipe to 12x12 Brick, Private,- Washington to Harrison Ave.</i> | <i>H.S.-6" Washington to 55' off Washington.</i> |
|---|--|

REMARKS

* Private Way
1. Chickering Place is not a thoroughfare. It is used as a parking area in conjunction with the City of Boston, Hayward Place Parking Garage.

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CHURCH*
FROM *COLUMBUS AVE.*

CLASSIFICATION *INTERIOR*
TO *STUART*

RIGHT OF WAY - FT.
48

TRAFFIC LANES - NO.
LIVE *2* PARKING *1*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *157*
WIDTH-FT. *26*
AREA-S.Y. *450*

SURFACE *Asphalt*
CONDITION *Poor*
BASE *Conc. Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1927*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3"-6"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>15'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

*4'-6" x 4'-0" Columbus Ave. to
Stuart St.*

L.S. - 16" - Columbus Ave. to Stuart

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CITY HALL AVE.*
FROM *SCHOOL*

CLASSIFICATION *INTERIOR*
TO *COURT SQUARE*

| | | |
|---------------------------------|---|-------------------------------|
| RIGHT OF WAY - FT. <i>12</i> | TRAFFIC LANES - NO. LIVE <i>0</i> PARKING <i>0</i> | TRAFFIC DIRECTION <i>-</i> |
|---------------------------------|---|-------------------------------|

P A V E M E N T

| | | |
|-----------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>168</i> | SURFACE <i>Asphalt</i> | CURB <i>No</i> |
| WIDTH-FT. <i>12</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>240</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>1921</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|-------------|--------|-----------|
| RIGHT | <i>Concrete</i> | <i>11-14</i> | <i>Fair</i> | RIGHT | <i>None</i> | | |
| LEFT | | | | LEFT | | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|--|
| <i>None</i> | <i>H.S. - 8" - School to Court Sq.</i> |
|-------------|--|

REMARKS

** Pedestrian Way Only*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *COLUMBIA*
FROM *BEDFORD*

CLASSIFICATION *INTERIOR*
TO *ESSEX*

RIGHT OF WAY - FT.
28 to 43

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *287*
WIDTH-FT. *18*
AREA-S.Y. *575*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|--|-------------|---------------------|-------|------------------------|------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>5-20</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>3-8</i> | <i>Fair to Good</i> |
| LEFT | <i>Granite, Asphalt & Concrete</i> | <i>5</i> | <i>Fair to Good</i> | LEFT | <i>Granite Asphalt</i> | <i>3-6</i> | <i>Fair to Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

15" Pipe - Bedford to Columbia

L.S. - 6" - Bedford to Essex

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *COLUMBUS AVE.*
FROM *PARK SQUARE*

CLASSIFICATION *INTERIOR*
TO *ARLINGTON*

RIGHT OF WAY - FT.
80

TRAFFIC LANES - NO.
LIVE *4* PARKING *1*

TRAFFIC DIRECTION
Southwest - Northeast

PAVEMENT

LENGTH-FT. *788*
WIDTH-FT. *54 to 64*
AREA-S.Y. *4169*

SURFACE *Asphalt*
CONDITION *Poor*
BASE *Bituminous Concrete*

CURB *Yes*
MEDIAN *Island (at Arlington)*
LAST CONSTR. DATE *1927 & 49*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------------|---------------------|-------|----------------|-----------------|--------------------------|
| RIGHT | <i>Concrete</i> | <i>8 to 13</i> | <i>Fair to good</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>13</i> | <i>Fair to good</i> | LEFT | <i>Granite</i> | <i>2 1/4 4"</i> | <i>Poor to church</i> |
| | | | | | | <i>6"</i> | <i>Good to Arlington</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------------------|
| RIGHT | <i>7</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>6</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor to Fair</i> |
| MEDIAN | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair (in Island)</i> |

SEWERS

WATER

5"x5" Horseshoe, Church to Park Sq.
18" Pipe - Park Sq. to 40' S. of Park Sq.
10" Pipe - 18" Pipe to 44' west

L.S. - 48" - Park Sq. to Arlington
12" - Park Sq. to Arlington
H.S. - 16" - Park Sq. to Arlington

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CONGRESS*
FROM *STATE*

CLASSIFICATION *BOUNDARY*
TO *MILK*

RIGHT OF WAY - FT.
55

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South & North

P A V E M E N T

LENGTH-FT. *466*
WIDTH-FT. *36*
AREA-S.Y. *1881*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Bituminous Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1948*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------------|-------------|-------|------------------------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>9 to 10</i> | <i>Good</i> | RIGHT | <i>Asphalt & Granite</i> | <i>1"-3"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>5 to 10</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>3"-6"</i> | <i>Fair to Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|---|
| <i>15" Pipe to 24"x24" to 2'-0" x 2'-4" to 20" Bbl. - Water to State</i> | <i>L.S. - 12"-8" - State to Water 24" - Water to Milk</i> |
| <i>16"x12" - 30' N. of Water to Quaker Lane.</i> | <i>H.S. - 8"-12" - State to Water.</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CONGRESS*
FROM *MILK*

CLASSIFICATION *BOUNDARY*
TO *FRANKLIN (NORTH SIDE)*

RIGHT OF WAY - FT.
60 to 67

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *434*
WIDTH-FT. *43-50*
AREA-S.Y. *2152*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Bituminous Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7' to 10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>1'-5"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>5' to 6'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>4'-7"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

2'-9" x 3'-9" Milk to Franklin St.

L.S. 12" to 8" Milk to Franklin
36" Milk to Franklin
H.S. 8" - Milk to Franklin

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CONGRESS*
FROM *FRANKLIN (North Side)*

CLASSIFICATION *BOUNDARY*
TO *ATLANTIC AVE.*

RIGHT OF WAY - FT.
60

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South & North

P A V E M E N T

LENGTH-FT. *877*
WIDTH-FT. *40-43*
AREA-S.Y. *3929*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Bituminous Concrete*

CURB *Yes*
MEDIAN *-*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|------------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Granite & Conc.</i> | <i>7' to 10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>3" to 6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>7' to 20'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>3" to 6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Concrete-single arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>4</i> | <i>Concrete-top mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

2'-0" Bbl. to 16"x24" Brick.-
Franklin to High St.
24"x28" High to Purchase

L.S. 30" > 24"- Franklin to Atlantic
12" - Franklin to Purchase
16" - Purchase to Atlantic
H.S. 10" - Franklin to Purchase
12" - Purchase to Atlantic

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *CORNHILL COURT*
FROM *COURT AVE.*

CLASSIFICATION *INTERIOR*
TO *WASHINGTON*

RIGHT OF WAY - FT.

17

TRAFFIC LANES - NO.

LIVE *1*

PARKING

TRAFFIC DIRECTION

North to East

P A V E M E N T

LENGTH-FT. *170*

WIDTH-FT. *10*

AREA-S.Y. *176*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *—*

CURB *Yes*

MEDIAN *—*

LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|---------------------------------------|-------------|-------|----------------|--|-------------|
| RIGHT | <i>Granite</i> | <i>3⁵/₈' 4'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>6³/₈" 11"</i> | <i>Fair</i> |
| LEFT | <i>Granite</i> | <i>3⁵/₈' 4'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

*14" Pipe - Washington to 80' west
of Washington St, private.*

H.S. - 4" - from Court Ave.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *COURT ST.*
FROM *WASHINGTON*

CLASSIFICATION *BOUNDARY*
TO *COURT SQUARE*

RIGHT OF WAY - FT.
43 To 53

TRAFFIC LANES - NO.
LIVE 1 to 2 PARKING 1 to 2

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *302*
WIDTH-FT. *23⁷ to 33*
AREA-S.Y. *922*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Bituminous Concrete*

CURB *Yes*
MEDIAN *-*
LAST CONSTR. DATE *1957*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-----------|-------|------------------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>8'</i> | | RIGHT | <i>Asphalt Granite</i> | <i>2" to 6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>12'</i> | | LEFT | <i>Granite</i> | <i>2" to 6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|---|
| <i>12" Pipe - Wash. St. to Court Sq.</i> <i>15" Pipe - Wash. St. to Court Sq.</i> <i>2 Abandoned Sewers - Washington</i> <i>to Court Sq.</i> | <i>H.S. - 16" Washington to Court Sq.</i> |
|---|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *COURT AVE.*
FROM *WASHINGTON (AT 215)*

CLASSIFICATION *INTERIOR*
TO *CORNHILL COURT*

RIGHT OF WAY - FT.
17⁸

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *100'*
WIDTH-FT. *10'*
AREA-S.Y. *114*

SURFACE *Asphalt*
CONDITION *Poor*
BASE *Granite Block*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1922*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------------|-------------|-------|----------------|---------------|-------------|
| RIGHT | <i>Concrete</i> | <i>3.5'-4'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3"to7"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>3.5'-4'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>6"to7"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

None

H.5.-6"- Washington to Cornhill Court

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *COURT SQUARE*
FROM *CITY HALL AVE.*

CLASSIFICATION *BOUNDARY*
TO *COURT SQUARE (WEST)*

RIGHT OF WAY - FT.
35 to 42

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
EAST

P A V E M E N T

LENGTH-FT. *74*

WIDTH-FT. *18 to 25*

AREA-S.Y. *181*

SURFACE *Asphalt*

CONDITION *Good*

BASE *Reinf. Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1956*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|--------------|-------------|-------|------------------------------|-----------------|------------------|
| RIGHT | <i>Asphalt & Concrete</i> | <i>8'-9'</i> | <i>Good</i> | RIGHT | <i>Asphalt & Granite</i> | <i>2" to 8"</i> | <i>Fair</i> |
| LEFT | <i>Granite</i> | <i>8'-9'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3" to 6"</i> | <i>Good-Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>12" Pipe, Abandoned, - Pie Alley to Court Sq. West</i> | <i>H.S. - 8" - From City Hall Ave.</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *COURT SQUARE*
FROM *COURT ST.*

CLASSIFICATION *BOUNDARY*
TO *CITY HALL AVE.*

RIGHT OF WAY - FT.

35 to 40

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

North

P A V E M E N T

LENGTH-FT. *303*

WIDTH-FT. *23 1/2 to 29*

AREA-S.Y. *923*

SURFACE *Asphalt*

CONDITION *Good*

BASE *Asphalt on Concrete Base*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1956*

S I D E W A L K S

C U R B S

TYPE

WIDTH

CONDITION

RIGHT

Concrete & Asphalt 2' to 11'

Good

RIGHT

Granite & Asphalt 6"

Good

LEFT

Concrete & Asphalt 10'

Good to Fair

LEFT

Granite & Concrete 2" to 6"

Poor to Fair

S T R E E T L I G H T I N G

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

None

LEFT

1

Wood-Top mounted

10,000

Fair

MEDIAN

S E W E R S

W A T E R

20"x27" Court St. to Pie Alley

H.S.-8"-Court to City Hall Ave.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *DEVONSHIRE*
FROM *STATE*

CLASSIFICATION *INTERIOR*
TO *6' NORTH OF WATER*

RIGHT OF WAY - FT.
43 TO 46

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. *355*
WIDTH-FT. *28-31*
AREA-S.Y. *1142*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Asphalt on Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1948*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|------------------|---------------------|-------|---------------------------|--------------|---------------------|
| RIGHT | <i>Conc. & Granite</i> | <i>7'-7 1/2'</i> | <i>Fair to Good</i> | RIGHT | <i>Granite</i> | <i>2"-6"</i> | <i>Fair to Good</i> |
| LEFT | <i>Conc. & Granite</i> | <i>6'-8'</i> | <i>Good</i> | LEFT | <i>Conc & Granite</i> | <i>2"-3"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood.-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Wood.-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

*16" x 24" Egg to 12" Pipe - Water to
100' South of State
16" - Water to 100' South of State*

*L.S. - 12" - State to Water
H.S. - 6" - State to Water
(Increase to 12" at water.)*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *DEVONSHIRE*
FROM *6' NORTH OF WATER*

CLASSIFICATION *INTERIOR*
TO *MILK*

RIGHT OF WAY - FT.

42 TO 47

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

South

P A V E M E N T

LENGTH-FT. *308*

WIDTH-FT. *25 to 30*

AREA-S.Y. *917*

SURFACE *Asphalt*

CONDITION *Fair*

BASE *Asphalt on concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1948*

S I D E W A L K S

C U R B S

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT

Concrete

7'-10'

Fair

RIGHT

Conc. & Granite

2" to 6"

Fair to Poor

LEFT

Concrete

10'-8'

Good-Fair

LEFT

Granite

2" to 6"

Good

S T R E E T L I G H T I N G

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

1

Wood, Top-mounted

10,000

Good

LEFT

MEDIAN

S E W E R S

W A T E R

None

H.S. - 12" - Water to Milk

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *DEVONSHIRE*
FROM *MILK*

CLASSIFICATION *INTERIOR*
TO *FRANKLIN*

RIGHT OF WAY - FT.

48

TRAFFIC LANES - NO.

LIVE *1* PARKING *2*

TRAFFIC DIRECTION

South

PAVEMENT

LENGTH-FT. *437*

WIDTH-FT. *31 to 32*

AREA-S.Y. *1549*

SURFACE *Asphalt*

CONDITION *Fair*

BASE *Bit.Cement on Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1946*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|-------------------------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7'-8'</i> | <i>Good</i> | RIGHT | <i>Concrete & Granite</i> | <i>3" to 8"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>7'-8'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2" to 8"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete - Single-Arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Wood, - Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| | <i>2</i> | <i>Conc. - Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

*20" x 28" Egg to 18" Pipe to 16" to 24"
Egg - Franklin to Milk*

*L.S. - 8" - Milk to Franklin
H.S. - 10" - Milk to Franklin*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *DEVONSHIRE*
FROM *FRANKLIN*

CLASSIFICATION *INTERIOR*
TO *WINTHROP SQUARE*

RIGHT OF WAY - FT.
36 to 60

TRAFFIC LANES - NO.
LIVE *2* PARKING *0*

TRAFFIC DIRECTION
North-South to Square

P A V E M E N T

LENGTH-FT. *310*
WIDTH-FT. *17⁵ to 39*
AREA-S.Y. *2637*

SURFACE *Asphalt*
CONDITION *Poor to Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *Two Islands (at square)*
LAST CONSTR. DATE *1953*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Asphalt</i> | <i>10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2" to 3"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>3" to 5"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Concrete - Single arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | <i>2</i> | <i>Concrete - Double arm</i> | <i>10,000</i> | <i>Good</i> |

S E W E R S

W A T E R

16x24 - Franklin to Winthrop Sq.

*L.S. - 36" Franklin to Winthrop Sq. (West side to Otis)
8" - Franklin to Winthrop Sq. (Branches to Otis)
H.S. - 10" Franklin to Winthrop Sq. (On Devonshire)
10" - Winthrop Sq. (Branches to Otis)*

REMARKS

Includes Winthrop Square.

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *DEVONSHIRE*
FROM *WINTHROP SQUARE*

CLASSIFICATION *INTERIOR*
TO *SUMMER*

RIGHT OF WAY - FT.
45

TRAFFIC LANES - NO.
LIVE *2* PARKING *0*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *334*
WIDTH-FT. *28*
AREA-S.Y. *1066*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1953*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|--------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Asphalt</i> | <i>8'-9'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>1" to 5"</i> | <i>Poor</i> |
| LEFT | <i>Concrete & Asphalt</i> | <i>8'-9'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>1" to 4"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--------------------------------------|
| <i>13" Summer to 190' North of Summer</i> | <i>L.S. - 8" - Square to Summer</i> |
| <i>16"x24" Winthrop Sq. to 240' South of Winthrop Sq.</i> | <i>H.S. - 10" - Square to Summer</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *DORCHESTER AVE.*
FROM *SUMMER ST.*

CLASSIFICATION *INTERIOR*
TO *FORT POINT CHANNEL BRIDGE*

RIGHT OF WAY - FT.
87±

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
North - South

PAVEMENT

LENGTH-FT. *2378±*
WIDTH-FT. *69±*
AREA-S.Y. *18,231±*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *Yes*
LAST CONSTR. DATE

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------|-------------|-------|----------------|------------|------------------|
| RIGHT | <i>Concrete</i> | | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>6-8</i> | <i>Fair-Poor</i> |
| LEFT | <i>Concrete</i> | | <i>Fair</i> | LEFT | <i>Granite</i> | <i>6-8</i> | <i>Fair-Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|---|--------------------------------|----------------------------|
| RIGHT | <i>5</i> | <i>(1) Wood-Top Mounted</i> <i>(4) Concrete-Single Arm</i> | <i>10,000</i> <i>20,000</i> | <i>Poor</i> <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | <i>2</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |

SEWERS

WATER

| | |
|---|--|
| <i>12"-Summer to 950' South of Summer</i> <i>10"(90') to 15"(480') to 12"(360') to 10"(150') -</i> <i>820' South of Summer to 120' North of</i> <i>Fort Point Channel Bridge</i> | <i>L.S.-12"- Summer to 1500' South of Summer</i> <i>H.S.-10"-Summer to 180' South of Summer</i> <i>H.S.-12"-180' South of Summer to 730' South</i> <i>of Summer</i> <i>H.S.-10"- 730' South of Summer to 1380' South</i> <i>of Summer</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *EAST ST.*
FROM *SOUTH ST.*

CLASSIFICATION *INTERIOR*
TO *ATLANTIC AVE.*

RIGHT OF WAY - FT.

38-53

TRAFFIC LANES - NO.

LIVE *2* PARKING

TRAFFIC DIRECTION

East & West

P A V E M E N T

LENGTH-FT. *268*

WIDTH-FT. *26-27*

AREA-S.Y. *881*

SURFACE *Asphalt*

CONDITION *Fair*

BASE *Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1952*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>6-8</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>6-8</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|---------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

24"- South to Atlantic Ave.

L.S.-10"- South to Atlantic Ave.

H.S.-12"- South to East St. Place

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *EAST ST. PLACE **
FROM *EAST ST.*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
20 to 24

TRAFFIC LANES - NO.
LIVE *2* PARKING

TRAFFIC DIRECTION
Dead End

P A V E M E N T

LENGTH-FT. *220*
WIDTH-FT. *12 to 18*
AREA-S.Y. *367*

SURFACE *Cobble Stone*
CONDITION *Poor*
BASE *Dirt*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|----------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Macadam</i> | <i>4</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |
| LEFT | <i>Brick</i> | <i>4</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>—</i> | | | |
| LEFT | <i>—</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

10"-(Private) - East to Dead End

None

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *EDINBORO*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *BEACH*

| | | |
|---------------------------------------|---|-----------------------------------|
| RIGHT OF WAY - FT. <i>35 to 39</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>South</i> |
|---------------------------------------|---|-----------------------------------|

PAVEMENT

| | | |
|--|--------------------------------------|-------------------------------|
| LENGTH-FT. <i>470</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>17¹/₂ - 18¹/₂</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>929</i> | BASE <i>Asphalt on Concrete Base</i> | LAST CONSTR. DATE <i>1951</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|-------------|-------|-------------------------------|--------------|---------------------|
| RIGHT | <i>Asphalt & Granite</i> | <i>11'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3"-5"</i> | <i>Fair</i> |
| LEFT | <i>Concrete & Asphalt</i> | <i>6'-10'</i> | <i>Good</i> | LEFT | <i>Concrete & Granite</i> | <i>4"-6"</i> | <i>Good to Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | | | | |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|---|---|
| <i>12x27- Abandoned -Beach to 80' N. of Beach</i> | <i>L.S. - 10" to 12" - Essex to Beach</i> |
| <i>30"x36" Beach to Essex</i> | <i>H.S. - 8"-Essex to 290' South of Essex</i> |
| <i>24" Pipe Kingston to Beach</i> | |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | |
|--------------------------------|--------------------------------|
| STREET <i>ELIOT</i> | CLASSIFICATION <i>INTERIOR</i> |
| FROM <i>BROADWAY (S. Side)</i> | TO <i>COLUMBUS AVE.</i> |

| | | |
|---------------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>57 to 63</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>West</i> |
|---------------------------------------|---|----------------------------------|

P A V E M E N T

| | | |
|------------------------|-----------------------------------|-------------------------------|
| LENGTH-FT. <i>169</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40-46</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>870</i> | BASE <i>Asphalt on Conc. Base</i> | LAST CONSTR. DATE <i>1951</i> |

| | |
|---|-----------------------------------|
| <h2 align="center">S I D E W A L K S</h2> | <h2 align="center">C U R B S</h2> |
|---|-----------------------------------|

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7'-10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2" to 4"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>2" to 4"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Wood; Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

| | |
|-------------------------------------|-----------------------------------|
| <h2 align="center">S E W E R S</h2> | <h2 align="center">W A T E R</h2> |
|-------------------------------------|-----------------------------------|

| | |
|---|--|
| <i>12" Pipe - Broadway to Columbus Ave.</i> | <i>H.S. - 12" - Broadway to Columbus Ave.</i> <i>L.S. - 12" - Broadway - Eliot Inter.</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ELIOT*
FROM *STUART*

CLASSIFICATION *INTERIOR*
TO *BROADWAY (S. Side)*

| | | |
|---------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>60</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>West</i> |
|---------------------------------|---|----------------------------------|

P A V E M E N T

| | | |
|-----------------------|---------------------------------------|-------------------------------|
| LENGTH-FT. <i>351</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40</i> | CONDITION <i>Poor</i> | MEDIAN <i>No.</i> |
| AREA-S.Y. <i>1566</i> | BASE <i>Gran. Block in Conc. Base</i> | LAST CONSTR. DATE <i>1946</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>2" to 4"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>6'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>2" to 5"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>2</i> | <i>Wood, Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>15" Scotch Pipe - Stuart to Broadway</i> <i>18" Bbl. Carver to Broadway</i> <i>20" Pipe - Stuart to Carver</i> | <i>L.S. - 12" - Stuart to Broadway</i> <i>H.S. - 12" - Stuart to Broadway</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ELIOT PLACE **
FROM *STUART*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|--------------------|--|-------------------|
| RIGHT OF WAY - FT. | TRAFFIC LANES - NO. LIVE PARKING | TRAFFIC DIRECTION |
|--------------------|--|-------------------|

P A V E M E N T

| | | |
|------------|-----------|-------------------|
| LENGTH-FT. | SURFACE | CURB |
| WIDTH-FT. | CONDITION | MEDIAN |
| AREA-S.Y. | BASE | LAST CONSTR. DATE |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|------|-------|-----------|-------|------|--------|-----------|
| RIGHT | | | | RIGHT | | | |
| LEFT | | | | LEFT | | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | | | | |
| LEFT | | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|--|
| <i>None</i> | |
|-------------|--|

REMARKS

** - Private Way - Taken over by parking lot.*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ESSEX ST.*
FROM *LINCOLN ST.*

CLASSIFICATION *INTERIOR*
TO *SOUTH ST.*

| | | |
|---------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>50</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>East</i> |
|---------------------------------|---|----------------------------------|

P A V E M E N T

| | | |
|-----------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>207</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>34</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>812</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1950</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>8</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>0-6</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>8</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>0-6</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|---|
| <i>3'-0" x 4'-6" Brick - Lincoln to South</i> | <i>H.S. - 12" to 10" - Exp. to South St.</i> <i>L.S. - 8" - 90' West of South to South</i> |
|---|---|

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ESSEX ST.*
FROM *SOUTH ST.*

CLASSIFICATION *INTERIOR*
TO *ATLANTIC AVE.*

RIGHT OF WAY - FT.
40-44

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *306*
WIDTH-FT. *26-30*
AREA-S.Y. *900*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>7</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

3'-0" x 4'-6" Brick - South to Atlantic Ave.

*L.S. - 8" - South to Atlantic Ave.
H.S. - 10" - South to Atlantic Ave.*

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ESSEX*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *SOUTH*

RIGHT OF WAY - FT.

46 to 50

TRAFFIC LANES - NO.

LIVE *1* PARKING *2*

TRAFFIC DIRECTION

East

PAVEMENT

LENGTH-FT. *1378*

WIDTH-FT. *34±*

AREA-S.Y. *4384*

SURFACE *Asphalt*

CONDITION *Fair to Good*

BASE *Granite Block in Conc. Base*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1950*

SIDEWALKS

CURBS

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT *Concrete*

6' to 8'

Good

RIGHT

Asphalt & Granite

2" to 6"

Fair

LEFT *Concrete*

6' to 8'

Good

LEFT

Granite

4" to 6"

Good

STREET LIGHTING

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

5

Wood, -Top-mounted

10,000

Fair

LEFT

6

Wood, -Top-mounted

10,000

Fair

MEDIAN

SEWERS

WATER

*24"- Pipe Washington to Harrison
16" to 3' x 4'-6" Brick - Chauncy to
South St.*

*12" Pipe - Chauncy St. to South St.
12" Pipe - Chauncy St. to Kingston St.*

*L.S. - 24" to 36" - Washington to Kingston
12" to 8" to 12" Washington to Lincoln*

H.S. - 12" to Washington to South.

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *EXETER PLACE*
FROM *HARRISON AVE.*

CLASSIFICATION *INTERIOR*
TO *CHAUNCY*

RIGHT OF WAY - FT.
29 to 32

TRAFFIC LANES - NO.
LIVE *1* **PARKING** *1*

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *168*
WIDTH-FT. *19-21*
AREA-S.Y. *375*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Asphalt on Conc. Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1959*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|----------------|-------------|-------|------------------------------|----------------|-------------|
| RIGHT | <i>Asphalt</i> | <i>5'</i> | <i>Good</i> | RIGHT | <i>Asphalt & Granite</i> | <i>4"-6"</i> | <i>Good</i> |
| LEFT | <i>Granite</i> | <i>5'to 6"</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"to 5"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--------------------------------------|
| <i>12" Bbl. - Chauncy to 120' W. Chauncy</i> | <i>L.S.-6" - Harrison to Chauncy</i> |
|--|--------------------------------------|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *FAYETTE COURT**
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

6 to 18

TRAFFIC LANES - NO.

LIVE *1* PARKING

TRAFFIC DIRECTION

Each Way

P A V E M E N T

LENGTH-FT. *140*

WIDTH-FT. *10-18*

AREA-S.Y. *362*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *-*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *-*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------------------|-----------------|---------------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Brick & Concrete</i> | <i>0' to 4'</i> | <i>Fair to Poor</i> | RIGHT | <i>Granite</i> | <i>4"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>0' to 4'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>1" to 4"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

1 Round- Private Sewer

None

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *FEDERAL*
FROM *MILK*

CLASSIFICATION *INTERIOR*
TO *PURCHASE*

| | | |
|---------------------------------|---|---|
| RIGHT OF WAY - FT. <i>60</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>NORTH - SOUTH</i> |
|---------------------------------|---|---|

PAVEMENT

| | | |
|------------------------|-----------------------------------|------------------------------------|
| LENGTH-FT. <i>1293</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40±</i> | CONDITION <i>Fair to Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>5795</i> | BASE <i>Asphalt on Conc. Base</i> | LAST CONSTR. DATE <i>1933-1944</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2" to 5"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>10' to 12'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2" to 6"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete - Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>3</i> | <i>Wood - Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete - Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Wood - Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|--|---|
| <i>2'-4" x 3'-4" to 24" x 20" Milk to High St.</i> <i>Sewer abandoned - Matthews to High</i> <i>24" x 28" High to Purchase</i> | <i>L.S. - 12" - Milk to Purchase</i> <i>H.S. - 8" - Milk to Franklin</i> <i>10" to 12" - Franklin to Purchase</i> |
|--|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *FEDERAL CT**
FROM *FEDERAL*

CLASSIFICATION *INTERIOR*
TO *MILTON PLACE*

RIGHT OF WAY - FT.
22 to 28

TRAFFIC LANES - NO.
LIVE PARKING *1*

TRAFFIC DIRECTION
--

P A V E M E N T

LENGTH-FT. *285 ±*
WIDTH-FT. *12 to 19*
AREA-S.Y. *515 ±*

SURFACE *Asphalt*
CONDITION *Good*
BASE *-*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *-*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Concrete</i> | <i>3'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>3' to 4'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>5"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

None

L.S. - 6" - Federal to Milton Place

REMARKS

** Private Way*

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

**STREET FRANKLIN
FROM WASHINGTON**

**CLASSIFICATION INTERIOR
TO CONGRESS**

| | | |
|--|--|--|
| RIGHT OF WAY - FT. <i>50 to 85</i> | TRAFFIC LANES - NO. LIVE PARKING | TRAFFIC DIRECTION <i>East - West</i> |
|--|--|--|

P A V E M E N T

| | | |
|----------------------------------|--|--------------------------------------|
| LENGTH-FT. <i>1192</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>33 to 71</i> | CONDITION <i>Good</i> | MEDIAN <i>No.</i> |
| AREA-S.Y. <i>5032</i> | BASE <i>Granite Block in Conc. Base</i> | LAST CONSTR. DATE <i>1957</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|--------------|----------------------------|-------------------|------------------|--------------|----------------------------|-----------------|------------------|
| RIGHT | <i>Concrete</i> | <i>8' to 9'</i> | <i>Good</i> | RIGHT | <i>Conc. & Granite</i> | <i>4' to 6"</i> | <i>Good</i> |
| LEFT | <i>Granite & Conc.</i> | <i>10' to 12'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2' to 8"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|---------------|--------------------|-----------------------------|---------------------------|------------------|
| RIGHT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| | <i>4</i> | <i>Wood, - Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| | <i>4</i> | <i>Wood, - Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>12" Pipe to 12"x16" to 20"x30" Egg to 3'x2' Brick to 24" Pipe - Washington to Congress. 20" Bbl. to 12"x16" - 120' East of Wash. to Hawley St. 12"x13" to 20"x30", Abandoned - Hawley to Winthrop Sq.</i> | <i>L.S. - 8" - Hawley to Arch 12" - Washington to Federal 36" - Devonshire to Congress H.S. - 12" - Washington to Congress</i> |
|--|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HADASSAH WAY*
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *PROVIDENCE*

| | | |
|---------------------------------------|---|---|
| RIGHT OF WAY - FT. <i>44 to 45</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>North-South</i> |
|---------------------------------------|---|---|

P A V E M E N T

| | | |
|---|--|--|
| LENGTH-FT. <i>165</i> WIDTH-FT. <i>31-34</i> AREA-S.Y. <i>450</i> | SURFACE <i>Asphalt</i> CONDITION <i>Poor</i> BASE <i>Concrete Base</i> | CURB <i>Yes</i> MEDIAN <i>No</i> LAST CONSTR. DATE <i>1928</i> |
|---|--|--|

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|---------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3"-6"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>7'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>5"to8"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

12" Pipe - Providence to Boylston
16" x 24" Brick - Providence to Boylston
4'-0" x 4'-4" - Providence to Boylston

L.S. - 10" - Boylston to Providence

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HAMILTON PLACE **
FROM *TREMONT*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

34 To 40

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

Each Way

P A V E M E N T

LENGTH-FT. *223*

WIDTH-FT. *20-24*

AREA-S.Y. *542*

SURFACE *Concrete*

CONDITION *Fair*

BASE *-*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *-*

S I D E W A L K S

C U R B S

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT

Conc. & Granite

7'-8'

Good

RIGHT

Granite

3" to 6"

Good

LEFT

Conc. & Granite

7'-8'

Fair

LEFT

Granite

6"

Good

S T R E E T L I G H T I N G

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

1

Wood, -Top-mounted

10,000

Fair

LEFT

None

MEDIAN

S E W E R S

W A T E R

None

L.S. - 8" to 6" to end of Place

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HARLEAM PLACE **
FROM *WASHINGTON (OPP. 518)*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|-----------------------------------|--|-------------------|
| RIGHT OF WAY - FT. <i>10 5</i> | TRAFFIC LANES - NO. LIVE PARKING / | TRAFFIC DIRECTION |
|-----------------------------------|--|-------------------|

P A V E M E N T

| | | |
|-----------------------|-------------------------|----------------------------|
| LENGTH-FT. <i>120</i> | SURFACE <i>Concrete</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>6 5</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>84</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>-</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>2'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>5"-7"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>2'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"-6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|---|
| <i>None</i> | <i>L.S.-8" > 6 < 8" from Washington</i> |
|-------------|---|

REMARKS

* *Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HARRISON AVE EXT.*
FROM *BEDFORD*

CLASSIFICATION *INTERIOR*
TO *ESSEX*

RIGHT OF WAY - FT.
41 To 43

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *543*
WIDTH-FT. *27-39*
AREA-S.Y. *1860*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No.*
LAST CONSTR. DATE *1944-57*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|------------------------------------|---------------------|-------|-------------------------------|---------------|-------------|
| RIGHT | <i>Concrete</i> | <i>6³/₄'</i> | <i>Good to Poor</i> | RIGHT | <i>Granite & Concrete</i> | <i>2"-12"</i> | <i>Good</i> |
| LEFT | <i>Conc. & Granite</i> | <i>6'-7'</i> | <i>Good to Poor</i> | LEFT | <i>Granite</i> | <i>2"-6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Wood; Top-Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>1</i> | <i>Wood; top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

18" Pipe - Bedford to Essex

H.S. - 10" - Bedford to Essex

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HARRISON AVE.*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *87' SOUTH OF ESSEX*

| | | |
|--|---|-----------------------------------|
| RIGHT OF WAY - FT. <i>78 to 109</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>South</i> |
|--|---|-----------------------------------|

P A V E M E N T

| | | |
|---------------------------|---------------------------------------|-------------------------------|
| LENGTH-FT. <i>87</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>57 to 89</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>710</i> | BASE <i>Granite Block in Concrete</i> | LAST CONSTR. DATE <i>1950</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|------------|---------------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Granite & Conc.</i> | <i>10'</i> | <i>Fair to Good</i> | RIGHT | <i>Granite</i> | <i>2" to 4"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>4" to 6"</i> | <i>Good to Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>24" Pipe - Essex to 87' So. of Essex</i> | <i>L.S. - 12" - Essex South</i> <i>H.S. - 12" - Essex South</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HARRISON AVE.*
FROM *BEACH*

CLASSIFICATION *INTERIOR*
TO *KNEELAND*

RIGHT OF WAY - FT.

60

TRAFFIC LANES - NO.

LIVE *1* PARKING *2*

TRAFFIC DIRECTION

South

P A V E M E N T

LENGTH-FT. *359*

WIDTH-FT. *32*

AREA-S.Y. *1287*

SURFACE *Asphalt*

CONDITION *Good*

BASE *Granite Block in Conc. Base*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT *Concrete*

20'

Fair

RIGHT *Granite*

2'-6"

Fair-Poor

LEFT *Concrete*

15'

Fair to Poor

LEFT *Granite*

1'-3"

Fair-Poor

S T R E E T L I G H T I N G

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT *None*

LEFT *None*

MEDIAN

S E W E R S

W A T E R

20" Pipe - Beach to Kneeland

L.S. - 12" - Beach to Kneeland

H.S. - 12" - Beach to Kneeland

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HARRISON AVE.*
FROM *87' SOUTH OF ESSEX*

CLASSIFICATION *INTERIOR*
TO *BEACH*

RIGHT OF WAY - FT.
67 to 78

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *251*
WIDTH-FT. *46 to 57*
AREA-S.Y. *1447*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block in Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|-------------------------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Good</i> | RIGHT | <i>Concrete & Granite</i> | <i>2" to 3"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4" to 6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

24" Pipe - from 87' So. of Essex to Beach

L.S. - 12" Essex to Beach

H.S. - 12" Essex to Beach

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HARVARD PLACE **
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|---------------------------------|---|-------------------------------|
| RIGHT OF WAY - FT. <i>12</i> | TRAFFIC LANES - NO. LIVE <i>0</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>—</i> |
|---------------------------------|---|-------------------------------|

PAVEMENT

| | | |
|-----------------------|------------------------------|----------------------------|
| LENGTH-FT. <i>140</i> | SURFACE <i>GRANITE BLOCK</i> | CURB <i>NONE</i> |
| WIDTH-FT. <i>8</i> | CONDITION <i>FAIR</i> | MEDIAN <i>—</i> |
| AREA-S.Y. <i>111</i> | BASE <i>—</i> | LAST CONSTR. DATE <i>—</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------------|-------------|-------|----------------------------|-----------|---------------------|
| RIGHT | <i>Concrete</i> | <i>0 to 2'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>0 to 2'</i> | <i>Fair</i> | LEFT | <i>Conc. & Granite</i> | <i>3"</i> | <i>Poor to Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|-------------|--|
| <i>None</i> | |
|-------------|--|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HAWLEY*
FROM *MILK*

CLASSIFICATION *INTERIOR*
TO *SUMMER*

| | | |
|---------------------------------|---|-----------------------------------|
| RIGHT OF WAY - FT. <i>40</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>North</i> |
|---------------------------------|---|-----------------------------------|

P A V E M E N T

| | | |
|------------------------|--|-------------------------------|
| LENGTH-FT. <i>736</i> | SURFACE <i>Asphalt & Granite Block</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>26-27</i> | CONDITION <i>Good to Poor</i> | MEDIAN <i>-</i> |
| AREA-S.Y. <i>2193</i> | BASE <i>Granite Block in Conc. Base</i> | LAST CONSTR. DATE <i>1956</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|-----------------|---------------------|-------|-------------------------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7'</i> | <i>Fair to Good</i> | RIGHT | <i>Granite & Concrete</i> | <i>5" to 7"</i> | <i>Good</i> |
| LEFT | <i>Conc. & Granite</i> | <i>7' to 9'</i> | <i>Fair to Good</i> | LEFT | <i>Granite</i> | <i>5" to 6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>3</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>12" x 16" Egg - Milk to 240'S of Milk</i> | <i>L.S. - 8" - Summer to Milk</i> |
| <i>12" x 16 Egg - Franklin to 200'So. of Franklin.</i> | <i>H.S. - 8" to 6" Summer to Milk.</i> |
| <i>15" Pipe, Private - Summer to 40'N. of Summer St.</i> | |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HAWLEY PLACE **
FROM *HAWLEY*

CLASSIFICATION *INTERIOR*
TO *ARCH*

RIGHT OF WAY - FT.
20 to 30

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
East to West

P A V E M E N T

LENGTH-FT. *180*
WIDTH-FT. *12-20*
AREA-S.Y. *240-420*

SURFACE *Conc. & Granite Block*
CONDITION *Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|-----------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Granite & Conc.</i> | <i>5' to 7'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>2"-8"</i> | <i>Fair</i> |
| LEFT | <i>Brick & Conc.</i> | <i>3'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>3"-6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|--|
| <i>None</i> | |
|-------------|--|

REMARKS

* *Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HAYMARKET PLACE **
FROM *EVERY*

CLASSIFICATION *INTERIOR*
TO *BUMSTEAD CT.*

| | | |
|---------------------------------|---|--------------------------------------|
| RIGHT OF WAY - FT. <i>21</i> | TRAFFIC LANES - NO. LIVE / PARKING <i>1</i> | TRAFFIC DIRECTION <i>EACH WAY</i> |
|---------------------------------|---|--------------------------------------|

PAVEMENT

| | | |
|-----------------------|--|----------------------------|
| LENGTH-FT. <i>220</i> | SURFACE <i>Conc. & Granite Block</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>14</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>297</i> | BASE <i>—</i> | LAST CONSTR. DATE <i>—</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------------|-------------|-------|----------------------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>0-3 1/2'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>1" to 5"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>0-3 1/2'</i> | <i>Poor</i> | LEFT | <i>Granite & Conc.</i> | <i>3" to 6"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|---|----------------------------------|
| <i>13" x 18" - Avery to 100' S of Avery St, Private</i> | <i>H.S. - 6" - Avery to end.</i> |
|---|----------------------------------|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HAYWARD PLACE*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *HARRISON AVE.*

RIGHT OF WAY - FT.
34

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *260*
WIDTH-FT. *20 3/4*
AREA-S.Y. *660*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Asphalt on Conc. Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1957*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>8'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4"-6"</i> | <i>Fair</i> |
| LEFT | <i>Granite</i> | <i>0-6'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>0-4"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>18" Pipe - 70' E. of Washington to Harrison Ave.</i> | <i>H.S. - 10" Washington to Harrison</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET HEAD PLACE *
FROM TREMONT

CLASSIFICATION INTERIOR
TO BOYLSTON

RIGHT OF WAY - FT.
11 to 19

TRAFFIC LANES - NO.
LIVE 1 PARKING

TRAFFIC DIRECTION
Both Ways

P A V E M E N T

LENGTH-FT. 175 to 135
WIDTH-FT. 14⁵ to 75
AREA-S.Y. 279.8 to 112.5

SURFACE Asphalt
CONDITION Poor
BASE

CURB Yes
MEDIAN -
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------|---------------------|-----------|-------|----------|----------|-----------|
| RIGHT | Concrete | 2 to 4 ⁵ | Fair | RIGHT | Granite | 3" to 6" | Poor |
| LEFT | | 0 to 1 ⁵ | Fair | LEFT | Concrete | 6" | Fair |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | None | | | |
| LEFT | None | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|---|
| 6" Pipe - Boylston to 150' N. of Boylston | L.S. - 4" (Private line) - branch from Boylston |
| 8" Pipe, - Private - Boylston to 150' N of Boylston | |

REMARKS

* Private Way

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HERSEY PLACE **
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|---------------------------------|--|---------------------------------------|
| RIGHT OF WAY - FT. <i>9±</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING | TRAFFIC DIRECTION <i>BOTH WAYS</i> |
|---------------------------------|--|---------------------------------------|

P A V E M E N T

| | | |
|------------------------|------------------------|----------------------------|
| LENGTH-FT. <i>230±</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>7</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>180±</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>-</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|-----------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Granite</i> | <i>1'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>0"-6"</i> | <i>Fair</i> |
| LEFT | <i>Granite</i> | <i>1'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>0"-6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>Sewer (No Dimension) - Essex to Dead End</i> | |
|---|--|

REMARKS

** Private Way*

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HIGH*
FROM *SUMMER*

CLASSIFICATION *INTERIOR*
TO *CONGRESS*

RIGHT OF WAY - FT.
49-51

TRAFFIC LANES - NO.
LIVE *2* PARKING *0*

TRAFFIC DIRECTION
West

PAVEMENT

LENGTH-FT. *728*
WIDTH-FT. *33-35*
AREA-S.Y. *2879*

SURFACE *Asphalt*
CONDITION *Fair to Good*
BASE *Granite Block to Conc.*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1959*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|-----------|-------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Asphalt & Concrete</i> | <i>8'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2" to 6"</i> | <i>Fair to Poor</i> |
| LEFT | <i>Asphalt & Concrete</i> | <i>8'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2" to 6"</i> | <i>Fair to Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood - Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| | <i>1</i> | <i>Concrete - Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>3</i> | <i>Concrete - Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

12"x18" - Summer to Federal
14" Federal to 160 E. of Federal
18"x24" - 82' E. of Federal to Congress
20" Bbl. - Abandoned - Congress to
High Place.

L.S. - 8" - Congress to Summer.
12" - Federal to Summer.
H.S. - 24" - Congress to Summer.
12" - Congress to Federal
12" - Summer to 100' N. of Summer.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HIGH ST. PLACE*
FROM *HIGH*

CLASSIFICATION *INTERIOR*
TO *MATTHEWS*

RIGHT OF WAY - FT.
22 to 40

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
North - South

P A V E M E N T

LENGTH-FT. *214*
WIDTH-FT. *13-20*
AREA-S.Y. *581*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block on Conc. Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1957*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>3'-5'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4" to 6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>4'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|-------------|
| <i>20", Abandoned- High St. to 70' North of High St.</i> | <i>None</i> |
|--|-------------|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *HUDSON*
FROM *KNEELAND*

CLASSIFICATION *INTERIOR*
TO *BEACH*

RIGHT OF WAY - FT.
40

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *300*
WIDTH-FT. *28-26*
AREA-S.Y. *900*

SURFACE *Asphalt*
CONDITION *Good*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>5'-7'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>5'-7'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>6" to 8"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete-Single arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

20"x26" Brick - Kneeland to Beach

L.S. - 12" to 8" to 12" - Kneeland to Beach
H.S. - 12" to 8" - Kneeland to Beach

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *JACKSON PLACE **
(OPP. No. 7 WINTER)
FROM *WINTER*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

11 3

TRAFFIC LANES - NO.

LIVE

1

PARKING

0

TRAFFIC DIRECTION

South & North

PAVEMENT

LENGTH-FT. *140*

SURFACE *Conc.*

CURB *Yes*

WIDTH-FT. *8*

CONDITION *Fair*

MEDIAN *No*

AREA-S.Y. *127*

BASE *-*

LAST CONSTR. DATE *-*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|---------------------|-------|-----------------|-----------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>2'</i> | <i>Poor</i> | RIGHT | <i>Concrete</i> | <i>4" to 8"</i> | <i>Good to Fair</i> |
| LEFT | <i>Concrete</i> | <i>3'</i> | <i>Fair to Poor</i> | LEFT | <i>Concrete</i> | <i>6" to 8"</i> | <i>Good to Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*12" Pipe - Winter to 100' W. of Winter St.,
Private*

L.S. - 6" - Winter to 120' from Winter

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *J.F. FITZGERALD EXPRESSWAY*
FROM *KNEELAND*

CLASSIFICATION *INTERIOR*
TO *CONGRESS*

RIGHT OF WAY - FT.
80± to 160±

TRAFFIC LANES - NO.
LIVE *6-8* PARKING *0*

TRAFFIC DIRECTION
North & South

P A V E M E N T

LENGTH-FT. *2150±*
WIDTH-FT. *74± to 154±*
AREA-S.Y. *27,000±*

SURFACE *Concrete & Asphalt*
CONDITION *Good*
BASE *Gravel*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|-------------|-------|----------------|----------|-------------|
| RIGHT | <i>Concrete</i> | <i>3</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>7</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>3</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>7</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------------|--------------------|-------------|
| RIGHT | | | | |
| LEFT | <i>2</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | <i>15</i> | <i>(13) Steel - Double Arm</i> | <i>20,000</i> | <i>Good</i> |
| | | <i>(2) Steel - Single Arm</i> | <i>20,000</i> | <i>Good</i> |

S E W E R S

W A T E R

None, except for lines crossing on other streets.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KINGSTON*
FROM *SUMMER*

CLASSIFICATION *INTERIOR*
TO *38'* NORTH OF BEDFORD

RIGHT OF WAY - FT.
40 to 45

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. *274*
WIDTH-FT. *27 to 28*
AREA-S.Y. *810*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1959*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|---------------|---------------------|-------|----------------------------|--------------|---------------------|
| RIGHT | <i>Granite & Conc.</i> | <i>7'-10'</i> | <i>Good</i> | RIGHT | <i>Granite & Conc.</i> | <i>3"-6"</i> | <i>Good</i> |
| LEFT | <i>Asphalt</i> | <i>7'</i> | <i>Good to Fair</i> | LEFT | <i>Granite</i> | <i>2"-5"</i> | <i>Good to Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

*14" Pipe - 160' So. of Summer St.
to 38' No. of Bedford
18"x15" Summer to 38' No. of Bedford.*

*L.S. - 36" - Summer to Bedford
10" to 6" to 10" Summer to Bedford
H.S. - 6" - Summer to Bedford*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | |
|----------------------------------|--------------------------------|
| STREET <i>KINGSTON</i> | CLASSIFICATION <i>INTERIOR</i> |
| FROM <i>38' NORTH OF BEDFORD</i> | TO <i>66' SOUTH OF BEDFORD</i> |

| | | |
|---------------------------------------|---|--|
| RIGHT OF WAY - FT. <i>42 To 65</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>South East</i> |
|---------------------------------------|---|--|

| P A V E M E N T | | |
|------------------------|------------------------------------|-------------------------------|
| LENGTH-FT. <i>138</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>25-48</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>540</i> | BASE <i>Granite Block in Conc.</i> | LAST CONSTR. DATE <i>1950</i> |

| S I D E W A L K S | | | | C U R B S | | | |
|-------------------|-------------------------------|--------------|---------------------|-----------|----------------|-----------|-------------|
| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
| RIGHT | <i>Granite & Concrete</i> | <i>6'-9'</i> | <i>Good to Fair</i> | RIGHT | <i>Granite</i> | <i>3"</i> | <i>Good</i> |
| LEFT | <i>Granite & Concrete</i> | <i>7'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4"</i> | <i>Good</i> |

| S T R E E T L I G H T I N G | | | | |
|-------------------------------|-------------|-------------------------------|--------------------|-------------|
| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
| RIGHT | <i>2</i> | <i>Concrete, - Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

| S E W E R S | W A T E R |
|--|---|
| <i>14" Pipe - 38' North of Bedford to 80' South of 38' North of Bedford.</i> <i>2'x3' Egg - Bedford to 66' South of Bedford St.</i> | <i>L.S. - 36" - Across intersection</i> <i>10" x 6" - North of Intersection</i> <i>10" x 6" - South of Intersection</i> <i>H.S. - 6" - North of intersection</i> <i>12" - South of intersection</i> |

| |
|---------|
| REMARKS |
|---------|

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KINGSTON*
FROM *66' SO. OF BEDFORD*

CLASSIFICATION *INTERIOR*
TO *ESSEX*

| | | |
|---------------------------------|---|--|
| RIGHT OF WAY - FT. <i>51</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>So: Easterly</i> |
|---------------------------------|---|--|

PAVEMENT

| | | |
|-----------------------|------------------------------------|-------------------------------|
| LENGTH-FT. <i>245</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>35</i> | CONDITION <i>Good</i> | MEDIAN <i>No.</i> |
| AREA-S.Y. <i>953</i> | BASE <i>Granite Block in Conc.</i> | LAST CONSTR. DATE <i>1950</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|--------------|------------------|
| RIGHT | <i>Concrete</i> | <i>7'-8'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>1"-4"</i> | <i>Good-Fair</i> |
| LEFT | <i>Concrete</i> | <i>6'-9'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>3'-6"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|---|--|
| <i>2' x 3' Egg - 66' South of Bedford to Essex St</i> | <i>L.S. - 36" - Bedford to Essex</i> <i>6" - Bedford to Essex</i> <i>H.S. - 12" - Bedford to Essex</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KINGSTON*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *EDINBORO ST.*

RIGHT OF WAY - FT.
50

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *230*
WIDTH-FT. *34-35*
AREA-S.Y. *770.*

SURFACE *Asphalt*
CONDITION *Good*
BASE

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1956/58*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|--------------------------|------------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Asphalt & Conc.</i> | <i>7⁵'-8'</i> | <i>Good-Fair</i> | RIGHT | <i>Granite</i> | <i>3"-6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>8'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>4"-6"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>24" Pipe-Essex to S.E. Expressway</i> | <i>L.S.-12"-10" Essex to S.E. Expressway</i> <i>H.S.-12"-Essex to S.E. Expressway</i> |
|--|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KNAPP*
FROM *BEACH*

CLASSIFICATION *INTERIOR*
TO *HARRISON AVE.*

RIGHT OF WAY - FT.
22⁵ to 25

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *328*
WIDTH-FT. *13⁵ - 16*
AREA-S.Y. *547*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Granite Block on Conc. Base*

CURB *Yes*
MEDIAN
LAST CONSTR. DATE *1946*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>2⁵' to 6⁵'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3" to 8"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>4' to 6'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>2" to 5"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood, Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|--|
| <i>12" Pipe - Beach to 150' So. of Beach</i> | <i>L.S. - 6" - Beach to Harrison</i> |
| <i>18" - Pipe - Harrison Ave. to 180' West of Harrison Ave.</i> | <i>H.S. - 6" - Beach to Intersection (Knapp)</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KNAPP*
FROM *KNAPP*

CLASSIFICATION *INTERIOR*
TO *KNEELAND*

| | | |
|---------------------------------|--|---|
| RIGHT OF WAY - FT. <i>28</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING | TRAFFIC DIRECTION <i>East - West</i> |
|---------------------------------|--|---|

P A V E M E N T

| | | |
|----------------------|--|-------------------------------|
| LENGTH-FT. <i>38</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>20</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>96</i> | BASE <i>Granite Block on Conc Base</i> | LAST CONSTR. DATE <i>1946</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------------|---------------------|-------|----------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>4'</i> | <i>Fair to Poor</i> | RIGHT | <i>Granite</i> | <i>1"-3"</i> | <i>Fair to Poor</i> |
| LEFT | <i>Concrete</i> | <i>3' to 4'</i> | <i>Fair to Poor</i> | LEFT | <i>Granite</i> | <i>0"-6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|---|
| <i>None</i> | <i>H.S.-8"-Kneeland to Intersection (Knapp)</i> |
|-------------|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KNEELAND*
FROM *WASHINGTON*

CLASSIFICATION *BOUNDARY*
TO *J. F. FITZGERALD EXPRESS'Y*

RIGHT OF WAY - FT.

80 ±

TRAFFIC LANES - NO.

LIVE *4* PARKING *2*

TRAFFIC DIRECTION

East-West

PAVEMENT

LENGTH-FT. *920 ±*

WIDTH-FT. *60 ±*

AREA-S.Y. *6,150 ±*

SURFACE *Asphalt*

CONDITION *Good*

BASE *Asphalt on 9" Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1956-59*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|---------------------|-------|----------------|----------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Fair to Good</i> | RIGHT | <i>Granite</i> | <i>3" - 6"</i> | <i>Fair to Good</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>5" - 6"</i> | <i>Fair to Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>3</i> | <i>Concrete, Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

3'-4" x 2'-4" to 4'-0" x 5'-6" - Washington to S.E. Expressway
15" Pipe - Washington to Whitmore St.
15" Pipe - Harrison Ave. to Tyler St.

L.S. - 16" - Washington to Expressway
H.S. - 12" - Knapp to Hudson

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *KNEELAND ST.*
FROM *J.F. FITZGERALD EXP.*

CLASSIFICATION *BOUNDARY*
TO *ATLANTIC AVE.*

| | | |
|---------------------------------------|---|---|
| RIGHT OF WAY - FT. <i>70 to 80</i> | TRAFFIC LANES - NO. LIVE <i>4</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>East - West</i> |
|---------------------------------------|---|---|

P A V E M E N T

| | | |
|------------------------|------------------------|-------------------|
| LENGTH-FT. <i>690±</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>60±</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>4600±</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|------------------|-------|----------------|------------|------------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Fair-Good</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair-Good</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Fair-Good</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair-Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>4</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>4</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|---|
| <i>4'-0" x 5'-6" - J.F. Fitzgerald Exp. to South St.</i> | <i>L.S. - 16" - J.F. Fitzgerald Exp. to Atlantic Ave.</i> |
| <i>5'-8" x 8'-6" - Brick - South to Atlantic Ave.</i> | <i>H.S. - 12" - J.F. Fitzgerald Exp. to Atlantic Ave.</i> |
| <i>24" - Lincoln to Utica</i> | <i>H.S. - 30" - J.F. Fitzgerald Exp. to Atlantic Ave.</i> |
| <i>2'-3" Brick - Utica to Atlantic Ave.</i> | |
| <i>2'-3" x 3'-0" Brick - South to Atlantic Ave.</i> | |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *LA GRANGE*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *TREMONT*

RIGHT OF WAY - FT.
29 to 44

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
West

P A V E M E N T

LENGTH-FT. *484*
WIDTH-FT. *17-22*
AREA-S.Y. *1002*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Conc. & Granite Block in Conc.*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>6'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>1" to 5"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>6'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>1" to 5"</i> | <i>Poor to Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

20" x 30" to 18" x 33" - Tamworth to Washington St. Private
12" Scotch Pipe - Tamworth St. to 296' East of Tamworth St.

L.S.-6" - Tremont to Washington

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *LEATHER SQUARE **
FROM *158' NORTH OF MATTHEWS*

CLASSIFICATION *INTERIOR*
TO *CHANNING*

| | | |
|---------------------------------------|---|---|
| RIGHT OF WAY - FT. <i>26 to 28</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>North - South</i> |
|---------------------------------------|---|---|

P A V E M E N T

| | | |
|----------------------|---------------------------------------|-----------------------------|
| LENGTH-FT. <i>90</i> | SURFACE <i>Granite Block in Conc.</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>19</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>190</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>--</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Concrete</i> | <i>5'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>5"</i> | <i>Fair</i> |
| LEFT | <i>Asphalt</i> | <i>4'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>5"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>20" Bbl. - Channing to Matthews St.</i> | <i>L.S. 6" - to 145' North of Matthews</i> |
|--|--|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | |
|------------------------------------|--------------------------------|
| STREET <i>LEATHER SQUARE *</i> | CLASSIFICATION <i>INTERIOR</i> |
| FROM <i>158' NORTH OF MATTHEWS</i> | TO <i>MATTHEWS</i> |

| | | |
|---------------------------------------|---|---|
| RIGHT OF WAY - FT. <i>26 to 28</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>0</i> | TRAFFIC DIRECTION <i>NORTH - SOUTH</i> |
|---------------------------------------|---|---|

PAVEMENT

| | | |
|------------------------|------------------------------------|-------------------------------|
| LENGTH-FT. <i>158</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>17-18</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>338</i> | BASE <i>Granite Block in Conc.</i> | LAST CONSTR. DATE <i>1957</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|-----------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Brick</i> | <i>3'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4"</i> | <i>Poor</i> |
| LEFT | <i>Granite</i> | <i>5'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>3" to 4"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|---|-------------|
| <i>20" Bbl. - Matthews to 158' North of Matthews.</i> | <i>None</i> |
|---|-------------|

REMARKS

** Privateway - 158' N Matthews to Channing
Publicway - Matthews to 158' N.*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *LINCOLN*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *CHURCH GREEN*

RIGHT OF WAY - FT.
50

TRAFFIC LANES - NO.
LIVE *1* PARKING *2*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *375*
WIDTH-FT. *34*
AREA-S.Y. *1417*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block in Conc.*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1946*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|-----------|-------------|-------|------------------------------|-----------------|-------------|
| RIGHT | <i>Asphalt & Granite</i> | <i>8'</i> | <i>Good</i> | RIGHT | <i>Asphalt & Granite</i> | <i>3" to 6"</i> | <i>Good</i> |
| LEFT | <i>Concrete & Granite</i> | <i>8'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2" to 4"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | | | | |
| MEDIAN | <i>1</i> | <i>Concrete Single-arm</i> | <i>20,000</i> | <i>Good</i> |

S E W E R S

W A T E R

2'x2'-3" Bbl. Essex to Church Green

L.S.-12" Essex to Church Green

H.S.-8" Essex to Church Green

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *LINCOLN ST.*
FROM *ESSEX ST.*

CLASSIFICATION *INTERIOR*
TO *BEACH ST.*

| | | |
|------------------------------------|---|-----------------------------------|
| RIGHT OF WAY - FT. <i>50-69</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>North</i> |
|------------------------------------|---|-----------------------------------|

P A V E M E N T

| | | |
|------------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>497</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>34-47</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>2380</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1946</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------|------------------|-------|----------------|------------|------------------|
| RIGHT | <i>Concrete</i> | <i>8-11</i> | <i>Fair-Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair-Poor</i> |
| LEFT | <i>Concrete</i> | <i>8-11</i> | <i>Fair-Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair-Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|----------------------------|---|
| <i>24"- Essex to Beach</i> | <i>H.S.-8"- 50' South of Essex to Beach</i> <i>L.S.-8"- 100' South of Essex to Beach</i> |
|----------------------------|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *LINCOLN ST.*
FROM *BEACH ST.*

CLASSIFICATION *INTERIOR*
TO *KNEELAND ST.*

RIGHT OF WAY - FT.
65

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *321*
WIDTH-FT. *45*
AREA-S.Y. *1610*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1946*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|------------------|-------|----------------|------------|------------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Fair-Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair-Poor</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Fair-Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair-Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

48"- Beach to Kneeland
12"- 40' South to Kneeland from Beach

L.S.-8"- Beach
H.S.-8"- Beach

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *LOWELL COURT **
FROM *TAMWORTH*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
15

TRAFFIC LANES - NO.
LIVE *0* PARKING *1*

TRAFFIC DIRECTION
Used for Parking

PAVEMENT

LENGTH-FT. *82±*
WIDTH-FT. *10'±*
AREA-S.Y. *9'±*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *?*

CURB *Yes*
MEDIAN *-*
LAST CONSTR. DATE *?*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|--------------|-----------|-------------|-------|----------------|-------------|-------------|
| RIGHT | <i>None</i> | | | RIGHT | <i>Granite</i> | <i>0"</i> | <i>Poor</i> |
| LEFT | <i>Brick</i> | <i>3'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>2"to</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

12" Pipe - From Tamworth to Dead End, Private

L.S. - 6" Branch w/valve shut at intersection.

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MASON*
FROM *MASON*

CLASSIFICATION *INTERIOR*
TO *TREMONT*

RIGHT OF WAY - FT.

28 to 32

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

EAST

P A V E M E N T

LENGTH-FT. *85*

WIDTH-FT. *20-24*

AREA-S.Y. *206*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *Concrete Base*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1900*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|-----------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Brick</i> | <i>4'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Poor</i> |
| LEFT | <i>Granite</i> | <i>4'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

12" Pipe - Mason St. to Tremont St.

H.S. - 12" - Mason to Tremont

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MASON*

CLASSIFICATION *INTERIOR*

FROM *WEST*

TO *AVERY*

RIGHT OF WAY - FT.

30 to 40

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

North to South

P A V E M E N T

LENGTH-FT. *618*

WIDTH-FT. *17-27*

AREA-S.Y. *1356*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *Granite Block in Conc.*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1923-28*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Concrete</i> | <i>5'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>5'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | <i>1</i> | <i>Concrete, Single-arm</i> | <i>6,000</i> | <i>Good</i> |

S E W E R S

W A T E R

15" Pipe - West to Avery St.

H.S. - 12" - Avery To West

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MASON ST. PLACE **
FROM *MASON*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
16

TRAFFIC LANES - NO.
LIVE PARKING

TRAFFIC DIRECTION
None

PAVEMENT

LENGTH-FT. *130 ±*
WIDTH-FT. *16 ±*
AREA-S.Y. *233 ±*

SURFACE *Concrete*
CONDITION *Poor*
BASE *-*

CURB *No*
MEDIAN *No*
LAST CONSTR. DATE *-*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------|-------|-----------|-------|-------------|--------|-----------|
| RIGHT | <i>None</i> | | | RIGHT | <i>None</i> | | |
| LEFT | <i>None</i> | | | LEFT | <i>None</i> | | |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

None

None

REMARKS

* *Private Way - Used as parking lot.*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MATTHEWS*
FROM *FEDERAL*

CLASSIFICATION *INTERIOR*
TO *CONGRESS*

RIGHT OF WAY - FT.
30 to 36

TRAFFIC LANES - NO.
LIVE *2* PARKING *0*

TRAFFIC DIRECTION
East- West

P A V E M E N T

LENGTH-FT. *378*
WIDTH-FT. *20-26*
AREA-S.Y. *1165*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block on Conc. Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1957*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|-----------------|---------------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Asphalt & Concrete</i> | <i>4' to 5'</i> | <i>Fair to Good</i> | RIGHT | <i>Granite</i> | <i>3" to 6"</i> | <i>Poor to Good</i> |
| LEFT | <i>Asphalt & Granite</i> | <i>3' to 7'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3" to 4"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|---|---|
| <i>12" x 18" - Federal to 80' E. of Federal</i> | <i>L. 5. - 12" - Federal to Congress.</i> |
| <i>20" Bbl. - Federal to High St. Place</i> | |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MILK*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *CONGRESS*

RIGHT OF WAY - FT.
48 to 60

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
East - West

P A V E M E N T

LENGTH-FT. *681*
WIDTH-FT. *30-46*
AREA-S.Y. *2860*

SURFACE *Asphalt*
CONDITION *Fair to Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1936*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------|------------------|---------------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Asphalt, Granite</i> | <i>6' to 12'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2"-4"</i> | <i>Fair</i> |
| LEFT | <i>Asphalt Concrete</i> | <i>6' to 10'</i> | <i>Fair to Good</i> | LEFT | <i>Granite</i> | <i>0"-4"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | <i>Concrete-Single arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

1. 15" Pipe - to 20" to 2'-9" x 3'-9"
Bbl - Washington to Congress
2. 2'-4" x 3'-4" - Federal to Congress

L.S. - 16" - Washington to Congress
H.S. - 12" to 6" - Washington to Congress

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MILTON PLACE **
FROM *FEDERAL*

CLASSIFICATION *INTERIOR*
TO *FEDERAL COURT*

RIGHT OF WAY - FT.
12 TO 55

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
Each Way

P A V E M E N T

LENGTH-FT. *187 ±*
WIDTH-FT. *11 to 53*
AREA-S.Y. *480 ±*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Granite Block in Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>2'-6'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>5"</i> | <i>Good</i> |
| LEFT | <i>Brick</i> | <i>2'-6'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>2" to 4"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>16" bbl. - Federal to Federal Court</i> | <i>L.S. - 6" - Federal to Federal Court</i> <i>H.S. - 8" - Federal to Federal Court</i> |
|--|--|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MILTON PLACE **
FROM *FEDERAL COURT*

CLASSIFICATION *INTERIOR*
TO *SUMMER*

RIGHT OF WAY - FT.
12 TO 30

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
Each Way

PAVEMENT

LENGTH-FT. *384 ±*
WIDTH-FT. *12 to 52*
AREA-S.Y. *880 ±*

SURFACE *Granite Block*
CONDITION *Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Granite & Brick</i> | <i>2'-6'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>0"-5"</i> | <i>Poor</i> |
| LEFT | <i>Granite & Brick</i> | <i>2'-6'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>0"-5"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|-------------|-------------|
| <i>None</i> | <i>None</i> |
|-------------|-------------|

REMARKS

** Private Way*



BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *MUSIC HALL PLACE **
FROM *WINTER*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
14^B

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
North & South

P A V E M E N T

LENGTH-FT. *132*
WIDTH-FT. *14^B*
AREA-S.Y. *207*

SURFACE *Asphalt*
CONDITION *Good*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|-----------------|-----------|-------------|
| RIGHT | <i>None</i> | | | RIGHT | <i>None</i> | | |
| LEFT | <i>Concrete</i> | <i>5'</i> | <i>Poor</i> | LEFT | <i>Concrete</i> | <i>5"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>12" - Winter to 60' N of Winter</i> | <i>L. S. - 6" (Private Pipe) from 16" Line</i> |
|--|--|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *NORFOLK PLACE **
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *HARRISON AVE.*

RIGHT OF WAY - FT.
18

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
East - West

PAVEMENT

LENGTH-FT. *270*
WIDTH-FT. *8*
AREA-S.Y. *243*

SURFACE *Granite Block*
CONDITION *Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|------------------|-------------|-------|----------------|--------------|--------------------|
| RIGHT | <i>Concrete & Granite</i> | <i>3'-4 1/2'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>0"-2"</i> | <i>Good - Poor</i> |
| LEFT | <i>Concrete & Granite</i> | <i>3'-</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>2"-4"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*12"x18", Abandoned - Washington
to Harrison Ave.*

H.S. - 8" - Washington to Harrison

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ORDWAY PLACE **
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *PROVINCE COURT*

RIGHT OF WAY - FT.
9

TRAFFIC LANES - NO.
LIVE *0* PARKING *0*

TRAFFIC DIRECTION
Pedestrian

PAVEMENT

LENGTH-FT. *130*
WIDTH-FT. *9*
AREA-S.Y. *129.9*

SURFACE *Concrete*
CONDITION *Good*
BASE *—*

CURB *No*
MEDIAN *No*
LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------|-----------|-------------|-------|-------------|--------|-----------|
| RIGHT | <i>} Concrete</i> | <i>9'</i> | <i>Good</i> | RIGHT | <i>None</i> | | |
| LEFT | | | | LEFT | <i>None</i> | | |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|--|-------------|
| <i>10" Pipe - Washington to Province Court</i> | <i>None</i> |
|--|-------------|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *OTIS*
FROM *WINTHROP SQ*

CLASSIFICATION *INTERIOR*
TO *SUMMER*

RIGHT OF WAY - FT.
45

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. *264*
WIDTH-FT. *28-30*
AREA-S.Y. *865*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Granite Block on Concrete Base*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1954*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|-----------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Granite & Concrete</i> | <i>9'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4" to 6"</i> | <i>Good</i> |
| LEFT | <i>Granite</i> | <i>7'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4" to 6"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

12 x 18 Egg - Winthrop Sq. to 235' S of Winthrop Sq.
Sewer, No Dimension, 240' S of Winthrop Sq. to Summer

L.S. - 36" - Winthrop Sq. to Summer
8" - Winthrop Sq. to Summer
H.S. - 10"-6" - Winthrop Sq. to Summer

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *OXFORD*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *BEACH*

RIGHT OF WAY - FT.
23 to 28

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
North

P A V E M E N T

LENGTH-FT. *432*
WIDTH-FT. *15-18*
AREA-S.Y. *769*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1921*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|--------------|-------------|-------|----------------|--------------|------------------|
| RIGHT | <i>Asphalt & Concrete</i> | <i>4'-5'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>2"-6"</i> | <i>Good-Fair</i> |
| LEFT | <i>Concrete</i> | <i>4'-5'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>4"-6"</i> | <i>Good-Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

*18" Pipe - Beach to 50' South
of Essex St.*

L.S. - 12" - Essex to Beach

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *OXFORD PLACE **
FROM *HARRISON AVE.*

CLASSIFICATION *INTERIOR*
TO *OXFORD PLACE*

RIGHT OF WAY - FT.
13 ±

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
North - South

P A V E M E N T

LENGTH-FT. *90*
WIDTH-FT. *10*
AREA-S.Y. *99*

SURFACE *Granite Block*
CONDITION *Poor*
BASE *—*

CURB *Yes (Partial)*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>3'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>2'-1"</i> | <i>Fair to Poor</i> |
| LEFT | <i>None</i> | | | LEFT | | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|--|
| <i>None</i> | |
|-------------|--|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *OXFORD PLACE **
FROM *OXFORD PLACE*

CLASSIFICATION *INTERIOR*
TO *OXFORD PLACE*

RIGHT OF WAY - FT.
105 to 115

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
East - West

PAVEMENT

LENGTH-FT. *240-125*
WIDTH-FT. *7 1/2*
AREA-S.Y. *200-104*

SURFACE *Concrete*
CONDITION *Good to Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------------------|------------|---------------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>4-3</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>2"-8"</i> | <i>Poor</i> |
| LEFT | <i>Concrete & Brick</i> | <i>3'</i> | <i>Fair to Poor</i> | LEFT | <i>Granite</i> | <i>3"-5"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>620</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

Two Private Sewers, Abandoned.

REMARKS

** Private Way
North Portion Now Being Used For Parking Lot*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *OXFORD PLACE **
FROM *OXFORD PLACE*

CLASSIFICATION *INTERIOR*
TO *OXFORD ST.*

RIGHT OF WAY - FT.

37

TRAFFIC LANES - NO.

LIVE

PARKING

TRAFFIC DIRECTION

Used as Parking Lot

P A V E M E N T

LENGTH-FT. *40*

WIDTH-FT. *34*

AREA-S.Y. *150*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *—*

CURB *No*

MEDIAN *No*

LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT *Concrete*

3

Fair

RIGHT

None

LEFT *None*

LEFT

None

S T R E E T L I G H T I N G

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT *None*

LEFT *None*

MEDIAN

S E W E R S

W A T E R

8" Private Pipe - Partly Abandoned

L.S. - 6" to 4" - Harrison (to center of Place Only)

REMARKS

** Private Way - Parking Lot*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *PARK SQUARE*
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *COLUMBUS AVE.*

RIGHT OF WAY - FT.

76 to 138

TRAFFIC LANES - NO.

LIVE *4* PARKING *2*

TRAFFIC DIRECTION

North

PAVEMENT

LENGTH-FT. *484*

WIDTH-FT. *54-116*

AREA-S.Y. *4,122*

SURFACE *Asphalt*

CONDITION *Poor to Fair*

BASE *Concrete*

CURB *Yes*

MEDIAN *Yes (At Square)*

LAST CONSTR. DATE *1943-51*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|---------------------|-------|----------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>9'-13'</i> | <i>Poor to Good</i> | RIGHT | <i>Granite</i> | <i>3"-5"</i> | <i>Poor to Good</i> |
| LEFT | <i>Concrete & Granite</i> | <i>9'-10'</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>3"-5"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>2</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Fair</i> |

SEWERS

WATER

- 1. 15" Pipe to 20" bbl to 30"x24" bbl. - Boylston to Providence*
- 2. 12" Pipe to 20" Pipe Boylston to Providence*
- 3. 12" Pipe - Eliot to Boylston*
- 4. 12" Pipe - 220' South of Boylston to 290' South of Boylston*
- 5. 20" Pipe - Providence to Eliot St.*

- L.S. - 36" to 48" - Boylston to Columbus*
12" - Boylston to Columbus
8" - Boylston to Columbus
H.S. - 16" - Boylston to Columbus

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *PIE ALLEY **
FROM *COURT SQUARE*

CLASSIFICATION *INTERIOR*
TO *DEND END*

RIGHT OF WAY - FT.
10 5

TRAFFIC LANES - NO.
LIVE *1* PARKING

TRAFFIC DIRECTION
Each Way

P A V E M E N T

LENGTH-FT. *220*
WIDTH-FT. *8 5*
AREA-S.Y. *622*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|-------------|-------|-----------------|-----------|-------------|
| RIGHT | <i>None</i> | | | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>1</i> | <i>Good</i> | LEFT | <i>Concrete</i> | <i>2"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

*20" Bbl, Private - Washington St.
to 200' West of Washington St.
20"x24" Egg - Court Sq. to 40' East
of Court Sq.*

*L.S. - 6" (Private Pipe from
Court Sq.)*

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *PING ON **
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *BEACH*

RIGHT OF WAY - FT.
4 to 16

TRAFFIC LANES - NO.
LIVE *0-1* PARKING

TRAFFIC DIRECTION
Each Way ¹

P A V E M E N T

LENGTH-FT. *448*
WIDTH-FT. *4 to 11*
AREA-S.Y. *88*

SURFACE *Concrete & Conc. Block*
CONDITION *Poor*
BASE *Gravel*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>4'-8'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>0"-3"</i> | <i>Poor</i> |
| LEFT | <i>None</i> | | | LEFT | <i>None</i> | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>(Center) 1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

*12" bbl, Abandoned - Essex to
250' South of Essex*

L.S. - 4" - Essex to 70' from Beach

REMARKS

** Private Way
1. Essex End is a Pedestrian Way Only*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *PROVIDENCE*
FROM *PARK SQUARE*

CLASSIFICATION *INTERIOR*
TO *ARLINGTON*

RIGHT OF WAY - FT.
100 to 184

TRAFFIC LANES - NO.
LIVE *3* PARKING *2*

TRAFFIC DIRECTION
West

PAVEMENT

LENGTH-FT. *626*
WIDTH-FT. *70-154*
AREA-S.Y. *5557*

SURFACE *Asphalt*
CONDITION *Poor*
BASE *Concrete*

CURB *Yes*
MEDIAN *Partial (Arlington)*
LAST CONSTR. DATE *1928-45*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|---------------------|-------|-----------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>15'</i> | <i>Poor to Fair</i> | RIGHT | <i>Granite</i> | <i>3"-6"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>15'</i> | <i>Fair</i> | LEFT | <i>Concrete</i> | <i>5"-8"</i> | <i>Poor to Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>5</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>7</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Fair</i> |

SEWERS

WATER

- 12" Pipe - Hadassa Way to Arlington*
- 12" Pipe - Hadassa Way to Arlington*
- 12" Pipe - Hadassa Way to Arlington*
- 20" Pipe - Park Square to Hadassa Way*
- 22" Pipe - Arlington to 180' East of Arlington*
- 5'9"x5'9" - Horseshoe - Hadassa Way to Park Sq.*

- L.S. - 10" - Park Sq. to Arlington*
H.S. - 10" - Park Sq. to Arlington

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *PROVINCE*
FROM *SCHOOL*

CLASSIFICATION *INTERIOR*
TO *BROMFIELD*

RIGHT OF WAY - FT.
50

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
North-South

P A V E M E N T

LENGTH-FT. *403*
WIDTH-FT. *34*
AREA-S.Y. *1526*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block on Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1946*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|-------------------------------|-------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>8'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>5"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>8'</i> | <i>Fair</i> | LEFT | <i>Granite & Concrete</i> | <i>1-5"</i> | <i>Good to Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

13" Bbl - Bromfield to Bosworth
18" x 24" - Egg - School to 160' South of
School

H.S. - 12" - Bromfield to School

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *PROVINCE CT.*
FROM *PROVINCE*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
30.8

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
Each Way

PAVEMENT

LENGTH-FT. *127*
WIDTH-FT. *16³*
AREA-S.Y. *232*

SURFACE *Asphalt*
CONDITION *Poor*
BASE *Granite Block on Gravel*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1956*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------------------|-------------|-------|-------------------------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>6⁵'-10'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>2"-5"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>6'</i> | <i>Poor</i> | LEFT | <i>Granite & Concrete</i> | <i>2"-5"</i> | <i>Fair to Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

None

H.S. -8"- Province to 90' From Province

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET PURCHASE
FROM CONGRESS

CLASSIFICATION INTERIOR
TO SUMMER

RIGHT OF WAY - FT.
44

TRAFFIC LANES - NO.
LIVE 1 PARKING 1

TRAFFIC DIRECTION
Southwest

PAVEMENT

LENGTH-FT. 557
WIDTH-FT. 34
AREA-S.Y. 2,104

SURFACE 2½" Bit. Concrete
CONDITION Good
BASE Gravel

CURB Yes
MEDIAN No
LAST CONSTR. DATE 1956/58

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|--------------------|-------|-----------|-------|---------|--------|-----------|
| RIGHT | Granite & Concrete | 8 | Fair | RIGHT | Granite | 7"-8" | Good |
| LEFT | Concrete | 2 | Good | LEFT | Granite | 8" | Good |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------|--------------------|-----------|
| RIGHT | 2 | Concrete - Single Arm | 20,000 | Good |
| LEFT | 5 | Concrete - Single Arm | 20,000 | Good |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|-------------------------------|---------------------------------------|
| 72" Pipe - Congress to Summer | L.S. - 10" to 8" - Congress to Summer |
|-------------------------------|---------------------------------------|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *QUAKER LANE*
FROM *CONGRESS*

CLASSIFICATION *INTERIOR*
TO *CONGRESS*

RIGHT OF WAY - FT.
25-32

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
Each Way

PAVEMENT

LENGTH-FT. *290*
WIDTH-FT. *23-32*
AREA-S.Y. *679-970*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Granite Block & Concrete*

CURB *Yes*
MEDIAN *-*
LAST CONSTR. DATE *Oct. 1963*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|--------------|-------------|-------|----------------|---------------|-------------|
| RIGHT | <i>Granite-Concrete-Brick</i> | <i>2'-4'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3"-8"</i> | <i>Good</i> |
| LEFT | <i>Asphalt & Granite</i> | <i>4'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>6"-10"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Fair</i> |
| MEDIAN | | | | |

SEWERS

WATER

*18"x20" - Abandoned - Congress to
Quaker Lane*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *QUAKER LANE NORTH*
FROM *STATE*

CLASSIFICATION *INTERIOR*
TO *100' South of State*

RIGHT OF WAY - FT.
20 to 30

TRAFFIC LANES - NO.
LIVE *No* PARKING *No*

TRAFFIC DIRECTION
Pedestrian

PAVEMENT

LENGTH-FT. *100*
WIDTH-FT. *20-30*
AREA-S.Y. *223-333*

SURFACE *Concrete*
CONDITION *Good*
BASE *—*

CURB *No*
MEDIAN *No*
LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|---------------|-------------------|--------------|-------------|---------------|---------------|--------|-----------|
| RIGHT LEFT | } <i>Concrete</i> | <i>20-30</i> | <i>Good</i> | RIGHT LEFT | } <i>None</i> | | |
| | | | | | | | |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|-------------------------|---------------|------|--------------------|-----------|
| RIGHT LEFT MEDIAN | } <i>None</i> | | | |
| | | | | |
| | | | | |

SEWERS

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *QUAKER LANE WEST*
FROM *DEVONSHIRE*

CLASSIFICATION *INTERIOR*
TO *40' EAST OF DEVONSHIRE*

RIGHT OF WAY - FT.
10

TRAFFIC LANES - NO.
LIVE *0* PARKING *0*

TRAFFIC DIRECTION
Pedestrian

PAVEMENT

LENGTH-FT. *40*
WIDTH-FT. *10*
AREA-S.Y. *44*

SURFACE *Granite Block*
CONDITION *Poor*
BASE *—*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Granite</i> | <i>5</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>5"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>4-5</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>1"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top mounted</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | | | | |
| MEDIAN | | | | |

SEWERS

WATER

None

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *ROWE PLACE **
FROM *CHAUNCY*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

36

TRAFFIC LANES - NO.

LIVE *1*

PARKING *1*

TRAFFIC DIRECTION

East - West

PAVEMENT

LENGTH-FT. *125*

WIDTH-FT. *22-25*

AREA-S.Y. *322*

SURFACE *Asphalt & Granite Block*

CONDITION *Good - Fair*

BASE *—*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|------------------------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Asphalt & Granite</i> | <i>6'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4"</i> | <i>Fair</i> |
| LEFT | <i>Asphalt</i> | <i>3'-6'</i> | <i>Fair</i> | LEFT | <i>Asphalt</i> | <i>1"-6"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*10" Pipe - Chauncy to Dead End,
Private*

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SCHOOL*
FROM *WASHINGTON*

CLASSIFICATION *BOUNDARY & INTERIOR*
TO *TREMONT*

RIGHT OF WAY - FT.

38 to 46

TRAFFIC LANES - NO.

LIVE *1*

PARKING *1*

TRAFFIC DIRECTION

East

PAVEMENT

LENGTH-FT. *570*

WIDTH-FT. *20-22*

AREA-S.Y. *1298*

SURFACE *Asphalt*

CONDITION *Fair*

BASE *Granite Block*

CURB *Yes*

MEDIAN *-*

LAST CONSTR. DATE *1948*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>6'-12'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>1"-3"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>8'-12'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4"-6"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

15" Scotch Pipe - Tremont to 80' East of Tremont.
20" Bbl. 80' East of Tremont to Washington St.
15" 80' E of Tremont to 120' E of Tremont St.

H.S. - 12" Tremont to Washington

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SEWALL PLACE **
FROM *MILK*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|---------------------------------|--|---|
| RIGHT OF WAY - FT. <i>18</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING | TRAFFIC DIRECTION <i>North & South</i> |
|---------------------------------|--|---|

P A V E M E N T

| | | |
|----------------------|-------------------------|----------------------------|
| LENGTH-FT. <i>90</i> | SURFACE <i>Concrete</i> | CURB <i>No</i> |
| WIDTH-FT. <i>18</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>180</i> | BASE <i>—</i> | LAST CONSTR. DATE <i>—</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------|-------|-----------|-------|-------------|--------|-----------|
| RIGHT | <i>None</i> | | | RIGHT | <i>None</i> | | |
| LEFT | <i>None</i> | | | LEFT | <i>None</i> | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|-------------|
| <i>None</i> | <i>None</i> |
|-------------|-------------|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SNOW PLACE*
FROM *HAWLEY*

CLASSIFICATION *INTERIOR*
TO *WINTHROP SQUARE*

| | | |
|---|---|---------------------------------------|
| RIGHT OF WAY - FT. <i>17⁵ to 24</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>East-West</i> |
|---|---|---------------------------------------|

| P A V E M E N T | | |
|--|---|--|
| LENGTH-FT. <i>370</i> WIDTH-FT. <i>25-15-20</i> AREA-S.Y. <i>615</i> | SURFACE <i>Asphalt & Concrete</i> CONDITION <i>Fair to Poor</i> BASE <i>—</i> | CURB <i>Yes</i> MEDIAN <i>—</i> LAST CONSTR. DATE <i>—</i> |

| S I D E W A L K S | | | | C U R B S | | | |
|-------------------|-----------------|--------------|-------------|-----------|----------------|-----------|-------------|
| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
| RIGHT | <i>Concrete</i> | <i>4'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |
| LEFT | <i>Granite</i> | <i>0'-3'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2"</i> | <i>Fair</i> |

| S T R E E T L I G H T I N G | | | | |
|-------------------------------|-------------|------|--------------------|-----------|
| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

| S E W E R S | | W A T E R | |
|-------------|--|-------------|--|
| <i>None</i> | | <i>None</i> | |

| |
|---------|
| REMARKS |
|---------|

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SOUTH ST.*
FROM *BEACH ST.*

CLASSIFICATION *INTERIOR*
TO *KNEELAND ST.*

RIGHT OF WAY - FT.
58.5-67.5

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
North-South

P A V E M E N T

LENGTH-FT. *325*
WIDTH-FT. *40.5-47.5*
AREA-S.Y. *1596*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1959*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>9-10</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>9-10</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>—</i> | | | |
| LEFT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|------------------------------|--|
| <i>18"-Beach to Kneeland</i> | <i>L.S.-12"-Beach to Kneeland</i> <i>H.S.-8"-Beach to Kneeland</i> <i>H.S.-24"-Beach to Kneeland</i> |
|------------------------------|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SOUTH ST.*
FROM *ESSEX ST.*

CLASSIFICATION *INTERIOR*
TO *BEACH ST.*

| | | |
|------------------------------------|---|---|
| RIGHT OF WAY - FT. <i>59-61</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>North-South</i> |
|------------------------------------|---|---|

PAVEMENT

| | | |
|-----------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>493</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>41</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>2343</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1952</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>9-10</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>9-10</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood- Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>1</i> | <i>Wood- Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|---|--|
| <i>2'Bbl- Essex to East</i> <i>2'-0" x 3'-0" - East to Beach</i> <i>18" x 15" Brick - Essex to East</i> | <i>L.S.- 8" - East to Beach</i> <i>H.S.- 8" - Essex to Beach</i> <i>H.S.- 24" - Essex to Beach</i> |
|---|--|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | | | | | | | |
|---|-----------------|---|-------------|--|-------------------------------|--------------|---------------------|
| STREET <i>SOUTH</i> FROM <i>ESSEX</i> | | | | CLASSIFICATION <i>INTERIOR</i> TO <i>SUMMER</i> | | | |
| RIGHT OF WAY - FT. <i>60</i> | | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | | TRAFFIC DIRECTION <i>North - South</i> | | | |
| P A V E M E N T | | | | | | | |
| LENGTH-FT. <i>424</i> | | SURFACE <i>Asphalt</i> | | CURB <i>Yes</i> | | | |
| WIDTH-FT. <i>41</i> | | CONDITION <i>Good</i> | | MEDIAN <i>No</i> | | | |
| AREA-S.Y. <i>2019</i> | | BASE <i>Granite Block on Conc. Base</i> | | LAST CONSTR. DATE <i>1959</i> | | | |
| S I D E W A L K S | | | | C U R B S | | | |
| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
| RIGHT | <i>Concrete</i> | <i>9'-11'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>7"-9"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>8'</i> | <i>Good</i> | LEFT | <i>Concrete & Granite</i> | <i>4"-7"</i> | <i>Good to Fair</i> |
| S T R E E T L I G H T I N G | | | | | | | |
| | FIXTURE-NO. | TYPE | | INTENSITY - LUMENS | | CONDITION | |
| RIGHT | <i>None</i> | <i>Concrete - Single Arm</i> | | <i>20,000</i> | | <i>Good</i> | |
| LEFT | <i>1</i> | | | | | | |
| MEDIAN | | | | | | | |
| S E W E R S | | | | W A T E R | | | |
| <i>2' Bbl. - 20' North of Expressway to 20' South of Summer St.</i> | | | | <i>L.S. - 24" - Essex to Summer 8" - Essex to Summer H.S. - 8" - Essex to Summer</i> | | | |

| |
|---------|
| REMARKS |
|---------|

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SPRING LANE*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *DEVONSHIRE*

| | | |
|---------------------------------------|---|--|
| RIGHT OF WAY - FT. <i>16 to 22</i> | TRAFFIC LANES - NO. LIVE <i>No</i> PARKING <i>No</i> | TRAFFIC DIRECTION <i>Pedestrian</i> |
|---------------------------------------|---|--|

P A V E M E N T

| | | |
|---------------------------|-------------------------|----------------------------|
| LENGTH-FT. <i>188</i> | SURFACE <i>Concrete</i> | CURB <i>No</i> |
| WIDTH-FT. <i>16 to 22</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>375</i> | BASE <i>-</i> | LAST CONSTR. DATE <i>-</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|---------------|-------------------|--------------|------------------|---------------|-------------|--------|-----------|
| RIGHT LEFT | } <i>Concrete</i> | <i>16-22</i> | <i>Good-Poor</i> | RIGHT LEFT | <i>None</i> | | |
| | | | | | | | |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|-------------------------|-------------|-------------------------|--------------------|-------------|
| RIGHT LEFT MEDIAN | } <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| | | | | |
| | | | | |

S E W E R S

W A T E R

20" Bbl. - Washington to Devonshire St *H.S. - 12" Washington to Devonshire*

REMARKS

1. Pedestrians Way only. No right or left side.

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | |
|---------------------------------|--|
| STREET STATE FROM DEVONSHIRE | CLASSIFICATION BOUNDARY TO CONGRESS |
|---------------------------------|--|

| | | |
|---------------------------------|--|---------------------------|
| RIGHT OF WAY - FT. 42 to 111 | TRAFFIC LANES - NO. LIVE 3 PARKING 1 | TRAFFIC DIRECTION East |
|---------------------------------|--|---------------------------|

| PAVEMENT | | |
|--|---|---|
| LENGTH-FT. 170 ± WIDTH-FT. 31 to 90 AREA-S.Y. 1295 ± | SURFACE Asphalt CONDITION Good BASE Asphalt on Wood Block | CURB Yes MEDIAN No LAST CONSTR. DATE 1944 |

| SIDEWALKS | | | | CURBS | | | |
|-----------|----------|-------|--------------|-------|---------|--------|-----------|
| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
| RIGHT | Concrete | 7-14 | Poor to Fair | RIGHT | Granite | 3"-4" | Fair |
| LEFT | Concrete | 7-14 | Fair | LEFT | Granite | 1"-4" | Good |

| STREET LIGHTING | | | | |
|-----------------|-------------|------------------|--------------------|-----------|
| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
| RIGHT | None | | | |
| LEFT | 1 | Wood-Top-mounted | 10,000 | Good |
| MEDIAN | | | | |

| SEWERS | | WATER | |
|---|--|--|--|
| 15" Pipe - Devonshire to Congress 2'-2" x 2'-3" - Devonshire to Congress | | H.S. - 12" - Old State House to Congress | |

| |
|---------|
| REMARKS |
|---------|

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | | | | | | | |
|--|-------------|--|-----------|--|---|-----------|-----------|
| STREET STATE FROM WASHINGTON | | | | CLASSIFICATION BOUNDARY TO DEVONSHIRE (SOUTH OF OLD STATE HOUSE) | | | |
| RIGHT OF WAY - FT. 32-44 | | TRAFFIC LANES - NO. LIVE 1 PARKING 1 | | TRAFFIC DIRECTION East | | | |
| P A V E M E N T | | | | | | | |
| LENGTH-FT. 126 WIDTH-FT. 20-30 AREA-S.Y. 277-420 | | SURFACE Asphalt CONDITION Fair BASE Concrete | | | CURB Yes MEDIAN No LAST CONSTR. DATE 1940 | | |
| S I D E W A L K S | | | | C U R B S | | | |
| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
| RIGHT | Concrete | 7' | Fair | RIGHT | Granite | 1"-3" | Fair |
| LEFT | Asphalt | 5'-7' | Good | LEFT | Asphalt | 2"-3" | Good |
| S T R E E T L I G H T I N G | | | | | | | |
| | FIXTURE-NO. | TYPE | | INTENSITY - LUMENS | | CONDITION | |
| RIGHT | None | | | | | | |
| LEFT | None | | | | | | |
| MEDIAN | | | | | | | |
| S E W E R S | | | | W A T E R | | | |
| 12" Pipe - Washington to Devonshire | | | | H.S. - 12" - Washington to Devonshire L.S. - 12" - Washington to Devonshire | | | |

| |
|---------|
| REMARKS |
|---------|

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

| | | | | | | | |
|--|-----------------|---|-------------|---|----------------|--------------|-------------|
| STREET STATE FROM WASHINGTON | | | | CLASSIFICATION BOUNDARY TO DEVONSHIRE <i>North of Old State House</i> | | | |
| RIGHT OF WAY - FT. <i>34-42</i> | | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING <i>1</i> | | TRAFFIC DIRECTION <i>East</i> | | | |
| P A V E M E N T | | | | | | | |
| LENGTH-FT. <i>126</i> | | SURFACE <i>Asphalt</i> | | CURB <i>Yes</i> | | | |
| WIDTH-FT. <i>19-27</i> | | CONDITION <i>Fair</i> | | MEDIAN <i>No</i> | | | |
| AREA-S.Y. <i>632</i> | | BASE <i>Concrete</i> | | LAST CONSTR. DATE <i>1940</i> | | | |
| S I D E W A L K S | | | | C U R B S | | | |
| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
| RIGHT | <i>Asphalt</i> | <i>7'-8'</i> | <i>Good</i> | RIGHT | <i>Asphalt</i> | <i>5"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>7'-8'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"-8"</i> | <i>Good</i> |
| S T R E E T L I G H T I N G | | | | | | | |
| | FIXTURE-NO. | TYPE | | INTENSITY - LUMENS | | CONDITION | |
| RIGHT | <i>None</i> | | | | | | |
| LEFT | <i>None</i> | | | | | | |
| MEDIAN | | | | | | | |
| S E W E R S | | | | W A T E R | | | |
| <i>15" Pipe - Devonshire to 40' West of Devonshire</i> | | | | | | | |

| |
|---------|
| REMARKS |
|---------|

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *STUART*
FROM *WARRENTON (31 FT. WEST)*

CLASSIFICATION *BOUNDARY*
TO *ARLINGTON*

RIGHT OF WAY - FT.

70

TRAFFIC LANES - NO.

LIVE *3* PARKING *1*

TRAFFIC DIRECTION

EAST

PAVEMENT

LENGTH-FT. *955*

WIDTH-FT. *40*

AREA-S.Y. *5320*

SURFACE *ASPHALT*

CONDITION *Poor to Fair*

BASE *Concrete*

CURB *Yes*

MEDIAN *Partial **

LAST CONSTR. DATE *1946*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|---------------------|-------|-------------------------------|-----------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>10-15</i> | <i>Poor to Fair</i> | RIGHT | <i>Granite</i> | <i>0" to 4"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>15</i> | <i>Poor to Fair</i> | LEFT | <i>Concrete & Granite</i> | <i>6"</i> | <i>Poor to Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|------------------------------|
| RIGHT | <i>7</i> | <i>Wood; Top-mounted</i> | <i>10,000</i> | <i>Poor - 4 Fair - 3</i> |
| LEFT | <i>7</i> | <i>Wood; Top-mounted</i> | <i>10,000</i> | <i>Poor - 5 Fair - 2</i> |
| MEDIAN | | | | |

SEWERS

WATER

*12" Pipe - Church St. to Broadway
12" to 10" Pipe - Church St. to 160'
west of Church
16" Bbl. - Church to Columbus St.*

*L.S. - 8" to 6" At Arlington Intersection
H.S. - 12" - At Arlington Intersection*

REMARKS

** Islands - Between Church and Arlington St.*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *STUART*
FROM *TREMONT*

CLASSIFICATION *BOUNDARY*
TO *WARRENTON (31' WEST)*

| | | |
|--|---|---|
| RIGHT OF WAY - FT. <i>70 to 153</i> | TRAFFIC LANES - NO. <i>LIVE 2 to 4 PARKING 2</i> | TRAFFIC DIRECTION <i>East - West</i> |
|--|---|---|

PAVEMENT

| | | |
|----------------------------|---------------------------------------|-------------------------------|
| LENGTH-FT. <i>344</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40 to 123</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>2653</i> | BASE <i>Granite Block on Concrete</i> | LAST CONSTR. DATE <i>1946</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|---------------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>10</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>2" to 5"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>10-15</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>2" to 5"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|--------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood, Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>2</i> | <i>Wood, Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|--|--|
| <i>20" Pipe - Tremont to Warrenton</i> | <i>L.S. - 12" - North Side to Eliot</i> |
| <i>15" Pipe - Tremont to 60' East of Warrenton St.</i> | <i>12" - South Side to Warrenton only</i> |
| | <i>12" - Intersection with Warrenton</i> |
| | <i>H.S. - 12" - North side, Tremont - Eliot.</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *STUART*
FROM *WASHINGTON*

CLASSIFICATION *BOUNDARY*
TO *TREMONT*

RIGHT OF WAY - FT.

69³ to 71³

TRAFFIC LANES - NO.

LIVE *2* PARKING *2*

TRAFFIC DIRECTION

East - West

PAVEMENT

LENGTH-FT. *480*

WIDTH-FT. *49³ to 51³*

AREA-S.Y. *2689*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *Granite Block in Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1946*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|------------|---------------------|-------|----------------|----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>10'</i> | <i>Poor to Fair</i> | RIGHT | <i>Granite</i> | <i>3' x 5"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>3' x 5"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>3</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>2</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Poor</i> |
| MEDIAN | <i>1</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |

SEWERS

WATER

20" Rd. Tremont to Washington St.
24"x30" Bbl. Tremont to Washington St.

L.S. - 12" - Tremont to Washington (2 lines)

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SULLIVAN PLACE **
FROM *FEDERAL*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
26

TRAFFIC LANES - NO.
LIVE *1* PARKING

TRAFFIC DIRECTION
Each Way

PAVEMENT

LENGTH-FT. *106 ±*
WIDTH-FT. *16*
AREA-S.Y. *188 ±*

SURFACE *Asphalt*
CONDITION *Good*
BASE *-*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *-*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Concrete</i> | <i>3'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>3"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>3'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>7"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

None

L.S. - 6" - Federal to 100' from Federal

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SUMMER ST.*
FROM *ATLANTIC AVE.*

CLASSIFICATION *BOUNDARY*
TO *HARBOR LINE (FORT POINT CHANNEL)*

RIGHT OF WAY - FT.
80-112

TRAFFIC LANES - NO.
LIVE *4* PARKING *2*

TRAFFIC DIRECTION
East - West

P A V E M E N T

LENGTH-FT. *838*
WIDTH-FT. *64-82*
AREA-S.Y. *7305*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Blocks*

CURB *Yes*
MEDIAN
LAST CONSTR. DATE *1959*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|-----------|-------------|
| RIGHT | <i>Concrete</i> | <i>8'-15</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>8'-15</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>6"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------------|--------------------|-------------|
| RIGHT | <i>5</i> | <i>(4) Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| | | <i>(1) Wood - Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>4</i> | <i>(3) Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| | | <i>(1) Concrete - Double Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | <i>1</i> | <i>Wood - Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |

S E W E R S

W A T E R

| | |
|--|---|
| <i>15" - Atlantic to Hathaway</i> | <i>L.S. - 12" - Atlantic Ave to Dorchester Ave.</i> |
| <i>18" - Hathaway to Estes</i> | <i>H.S. - 12" - Atlantic Ave to Gilbert</i> |
| <i>5'-0" Brick - 80' West of Dorchester Ave to Harborln.</i> | <i>H.S. - 10" - Gilbert - to Dorchester Ave.</i> |
| <i>6'-6" x 7'-10" - Hathaway to 110' West of Dorchester Ave.</i> | |
| <i>15" - 130' West of Dorchester Ave to Dorchester Ave.</i> | |
| <i>5'-0" x 5'-2" - Atlantic Ave. to Hathaway.</i> | |

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SUMMER¹*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *ATLANTIC AVE*

| | | |
|--|--|--|
| RIGHT OF WAY - FT. <i>60</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>East West</i> |
|--|--|--|

PAVEMENT

| | | |
|-------------------------------|--|---|
| LENGTH-FT. <i>1764</i> | SURFACE <i>Asphalt²</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40±</i> | CONDITION <i>GOOD</i> | MEDIAN <i>No.³</i> |
| AREA-S.Y. <i>9571</i> | BASE <i>Granite Block on Concrete</i> | LAST CONSTR. DATE <i>1958-59</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|--------------|-------------------------------------|---------------|-------------|--------------|----------------|--------------|-------------|
| RIGHT | <i>Granite & Concrete</i> | <i>8'-15'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4"-6"</i> | <i>Good</i> |
| LEFT | <i>Granite, Conc. & Asphalt</i> | <i>8'-15'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>4"-6"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>{ 1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| | <i>{ 7</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>{ 1</i> | <i>Steel-Single-arm</i> | <i>15,000</i> | <i>Good</i> |
| LEFT | <i>{ 2</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| | <i>{ 5</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>{ 1</i> | <i>Concrete-Double arm</i> | <i>30,000</i> | <i>Good</i> |
| | <i>{ 1</i> | <i>Steel-Double arm</i> | <i>30,000</i> | <i>Good</i> |

SEWERS

WATER

| | |
|--|---|
| <i>30" to 3'x3' 10 1/2" - Washington to 210' E. of Otis</i> <i>3'-0" x 4'-3" to 3'-9" x 4'-10" Wash. to 210' E. of Otis</i> <i>2'x2'-4"-210' E. of Otis to S.E. Expressway</i> <i>3'-6" x 5'-3" - 210' E. of Otis to 20' E. of High St.</i> <i>36" x 24" - 210' E. of Otis to 25' E. of High St.</i> | <i>L.S. - 12" - Washington to Church Green</i> <i>16" - Purchase to Dewey Sq.</i> <i>16" - Church Green to Purchase</i> <i>H.S. - 12" - Washington to Purchase</i> |
|--|---|

REMARKS

- Includes Dewey Square & Church Green*
- At Dewey Square surface is 1,987 s.y. of 2" reinf. concrete built in 1941, condition is fair.*
- Islands at J. F. Fitzgerald Expressway.*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *SUMMER ST.*
FROM HARBOR LINE (FORT POINT CHANNEL)

CLASSIFICATION *BOUNDARY*
TO *CENTER OF BRIDGE*

RIGHT OF WAY - FT.

TRAFFIC LANES - NO.

TRAFFIC DIRECTION

74 (2 @ 32.5)

LIVE *4*

PARKING *—*

East - West

P A V E M E N T

LENGTH-FT. *291*

SURFACE *Asphalt*

CURB *Yes*

WIDTH-FT.

CONDITION *Poor*

MEDIAN *Yes*

AREA-S.Y. *2332*

BASE *Blocks*

LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|-----------|-------------|-------|----------------|------------|------------------|
| RIGHT | <i>Asphalt</i> | <i>12</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Poor-Fair</i> |
| LEFT | <i>Asphalt</i> | <i>12</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Poor-Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>—</i> | | | |
| LEFT | <i>—</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|-------------|
| <i>5'-0"-Brick-Harbor Line into Harbor</i> | <i>None</i> |
|--|-------------|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TAMWORTH*
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *LA GRANGE*

RIGHT OF WAY - FT.
20-21

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
SOUTH

PAVEMENT

LENGTH-FT. *222*

WIDTH-FT. *13-14*

AREA-S.Y. *342*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Granite Block*

CURB *Yes*
MEDIAN *No.*
LAST CONSTR. DATE *1950*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>3'-4'</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>0"-4"</i> | <i>Poor</i> |
| LEFT | <i>Concrete</i> | <i>3'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>2"-5"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*12" Scotch Pipe - Boylston to
60' So. of Boylston*

L.S. - 6" to 4" to 6" - Boylston to LaGrange

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TEMPLE PLACE*
FROM *TREMONT*

CLASSIFICATION *INTERIOR*
TO *WASHINGTON*

RIGHT OF WAY - FT.

45 to 50

TRAFFIC LANES - NO.

LIVE

1

PARKING

1

TRAFFIC DIRECTION

EAST

PAVEMENT

LENGTH-FT. *503*

WIDTH-FT. *28 to 30*

AREA-S.Y. *1621*

SURFACE *Asphalt*

CONDITION *Fair*

BASE *Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1943*

SIDEWALKS

CURBS

TYPE

WIDTH

CONDITION

TYPE

HEIGHT

CONDITION

RIGHT

Concrete & Granite

7'-12'

Fair to Good

RIGHT

Concrete & Granite

4"-6"

Fair to Good

LEFT

Concrete & Granite

7'-12'

Fair

LEFT

Concrete & Granite

4"-6"

Fair to Good

STREET LIGHTING

FIXTURE-NO.

TYPE

INTENSITY - LUMENS

CONDITION

RIGHT

1
1

Wood - Top-mounted
Concrete - Single-arm

10,000
10,000

Fair
Good

LEFT

1

Wood - Top-mounted

10,000

Fair

MEDIAN

SEWERS

WATER

*20"x27" to 24" Pipe - Tremont to
Washington St.*

H.S.-12" - Tremont to Washington

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TOWNSEND PLACE**
FROM *CARVER*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

12 to 16

TRAFFIC LANES - NO.

LIVE *1* PARKING *0*

TRAFFIC DIRECTION

Each Way

PAVEMENT

LENGTH-FT. *195±*

WIDTH-FT. *10*

AREA-S.Y. *217±*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *-*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *-*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|-----------------|-------------|-------|-------------------------------|-----------------|-------------|
| RIGHT | <i>Concrete & Asphalt</i> | <i>1' to 3'</i> | <i>Poor</i> | RIGHT | <i>Granite & Concrete</i> | <i>6"</i> | <i>Poor</i> |
| LEFT | <i>Concrete & Asphalt</i> | <i>1' to 3'</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>1" to 4"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

20" Brick - from Carver St. to end of Townsend Place, Private

L.S. - 6" for entire length.

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET TREMONT
FROM SCHOOL

CLASSIFICATION BOUNDARY
TO PARK

RIGHT OF WAY - FT.
54 to 60

TRAFFIC LANES - NO.
LIVE 2 PARKING 1

TRAFFIC DIRECTION
SOUTH

PAVEMENT

LENGTH-FT. 702 ±
WIDTH-FT. 30 to 36
AREA-S.Y. 2768 ±

SURFACE Asphalt
CONDITION Fair
BASE Concrete

CURB Yes
MEDIAN No
LAST CONSTR. DATE 1940

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------|-----------|--------------|-------|--------------------|----------|--------------|
| RIGHT | Concrete | 9' to 15' | Fair To Good | RIGHT | Concrete & Granite | 3" to 4" | Fair To Good |
| LEFT | Concrete | 9' | Fair | LEFT | Granite | 2" to 4" | Fair |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------|--------------------|-----------|
| RIGHT | 2 | Concrete, Single-arm | 10,000 | Good |
| LEFT | None | | | |
| MEDIAN | | | | |

SEWERS

WATER

15" Pipe - Park to 180' East of Park St.
2'-0" x 2'-3" Bbl. - Bromfield to Basworth
Two Abandoned Sewers - School to Park

H.S. - 16" - School to Park

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TREMONT*
FROM *19' NORTH OF BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *19 SOUTH OF BOYLSTON*

RIGHT OF WAY - FT.
60 to 66

TRAFFIC LANES - NO.
LIVE *3* PARKING *1*

TRAFFIC DIRECTION
South

P A V E M E N T

LENGTH-FT. *61*
WIDTH-FT. *40 to 46*
AREA-S.Y. *295*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1956*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------------------|------------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete & Brick</i> | <i>10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>3" to 5"</i> | <i>Good</i> |
| LEFT | <i>Asphalt</i> | <i>15'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>1" to 3"</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

12" Pipe - Boylston to 19' South of Boylston
10" Pipe - Boylston to 19' North of Boylston St.
Three Abandoned Sewers 19' No. to 19' So. of Boylston St.

Listed on Boylston St.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TREMONT*
FROM *BOYLSTON (19' SOUTH)*

CLASSIFICATION *INTERIOR*
TO *STUART*

RIGHT OF WAY - FT.
63 to 77

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. *411 ±*
WIDTH-FT. *40 to 54*
AREA-S.Y. *1810 ±*

SURFACE *Asphalt*
CONDITION *Good 1.*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1956-57*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|----------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Asphalt & Concrete</i> | <i>13 3/4'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>3"-6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>10'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"-6"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>3</i> | <i>Concrete - Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|--|--------------------------------------|
| <i>12" Pipe - Boylston to Stuart</i> | <i>L.S. - 12" Boylston to Stuart</i> |
| <i>10" Pipe - Boylston to Stuart</i> | <i>H.S. - 12" Boylston to Stuart</i> |
| <i>2 Abandoned Sewers - Boylston to Stuart</i> | |

REMARKS

1. Short Section at Stuart in Poor Condition (est. 250 S.Y.)

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET TREMONT
FROM PARK

CLASSIFICATION BOUNDARY
TO WEST

RIGHT OF WAY - FT.
79 to 86

TRAFFIC LANES - NO.
LIVE 3 PARKING 1

TRAFFIC DIRECTION
South

PAVEMENT

LENGTH-FT. 610
WIDTH-FT. 43
AREA-S.Y. 2,822

SURFACE Asphalt
CONDITION Fair
BASE Concrete

CURB Yes
MEDIAN No
LAST CONSTR. DATE 1940

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------|---------|-----------|-------|---------|----------|-----------|
| RIGHT | Concrete | 18'-25' | Good | RIGHT | Granite | 4" to 6" | Fair |
| LEFT | Concrete | 18'-25' | Fair | LEFT | Granite | 1" to 4" | Poor |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------|--------------------|-----------|
| RIGHT | 4 | Concrete, Double-arm | 20,000 | Good |
| LEFT | 2 | Concrete, Single-arm | 20,000 | Good |
| MEDIAN | | | | |

SEWERS

WATER

12" - Pipe - West St. to Temple Place

One Abandoned Sewer - Park to West St.

H.S. - 16" - Park to West
16" - (Park Intersection)

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TREMONT*
FROM *WEST*

CLASSIFICATION *BOUNDARY*
TO *BOYLSTON (19' NORTH)*

RIGHT OF WAY - FT.
67 to 90

TRAFFIC LANES - NO.
LIVE *3* PARKING *1*

TRAFFIC DIRECTION
SOUTH

PAVEMENT

LENGTH-FT. *1062*
WIDTH-FT. *43*
AREA-S.Y. *4,920*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1940*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>12'-35'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>6"</i> | <i>Good</i> |
| LEFT | <i>Asphalt</i> | <i>12'-20'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"-5"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>4</i> | <i>Concrete; Double-arm</i> | <i>20,000</i> | <i>Good</i> |
| | <i>1</i> | <i>Concrete; Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>3</i> | <i>Concrete; Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

12" West To 200' Southwest of West St.
12" Pipe - Mason St. to 260' Northeast of Mason St.
Two Abandoned Sewers - West to Boylston St.

L.S. - 40" - Boylston to Avery
12" - Boylston to Head Place
H.S. - 16" - Boylston to West
two 16" lines - West intersection

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TUFTS ST.*
FROM *LINCOLN ST.*

CLASSIFICATION *INTERIOR*
TO *SOUTH ST.*

RIGHT OF WAY - FT.
30

TRAFFIC LANES - NO.
LIVE *1* PARKING

TRAFFIC DIRECTION
East

PAVEMENT

LENGTH-FT. *226*
WIDTH-FT. *20*
AREA-S.Y. *505*

SURFACE *Asphalt*
CONDITION *Good*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1946*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|----------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Asphalt</i> | <i>5</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |
| LEFT | <i>Asphalt</i> | <i>5</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>—</i> | <i>Concrete-Single Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>2</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

None

L.S. - 8" - Lincoln to South
H.S. - 8" - Lincoln to South

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *TYLER*
FROM *KNEELAND*

CLASSIFICATION *INTERIOR*
TO *BEACH*

RIGHT OF WAY - FT.

35 1/2

TRAFFIC LANES - NO.

LIVE *1* PARKING *2*

TRAFFIC DIRECTION

North

P A V E M E N T

LENGTH-FT. *295*

WIDTH-FT. *25*

AREA-S.Y. *816*

SURFACE *Asphalt*

CONDITION *Poor*

BASE *—*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *—*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|---------------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>5'-10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2" to 6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>5'-10'</i> | <i>Good to Fair</i> | LEFT | <i>Granite</i> | <i>3" to 8"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete-single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete-single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

*12" Pipe - Kneeland to 80' South
of Beach St.*

*L.S. - 12" - Kneeland to Beach
H.S. - 8" - Beach*

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *UTICA ST.*
FROM *TUFTS ST.*

CLASSIFICATION *INTERIOR*
TO *BEACH ST.*

RIGHT OF WAY - FT.
18 to 20

TRAFFIC LANES - NO.
LIVE *1* PARKING

TRAFFIC DIRECTION
North-South

P A V E M E N T

LENGTH-FT. *272*
WIDTH-FT. *10 to 14*
AREA-S.Y. *254*

SURFACE *Block*
CONDITION *Poor*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|------------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Asphalt</i> | <i>8-9</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |
| LEFT | <i>Asphalt</i> | <i>8-9</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Poor</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>—</i> | | | |
| LEFT | <i>—</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

20" x 27" - Brick & Wood - Tufts to Beach

L.S. - 6" - Tufts to Beach

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *UTICA ST.*
FROM *BEACH ST.*

CLASSIFICATION *INTERIOR*
TO *KNEELAND ST.*

RIGHT OF WAY - FT.
25

TRAFFIC LANES - NO.
LIVE *1* PARKING

TRAFFIC DIRECTION
North-South

P A V E M E N T

LENGTH-FT. *318*
WIDTH-FT. *16*
AREA-S.Y. *583*

SURFACE *Asphalt-Concrete*
CONDITION *Poor*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | | <i>Poor</i> | LEFT | <i>Granite</i> | <i>4-6</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top Mounted</i> | <i>10,000</i> | <i>Poor</i> |
| LEFT | <i>—</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

18"-Beach to Kneeland

L.S.-10"-Beach to Kneeland

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *UTICA PLACE **
FROM *UTICA ST.*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

| | | |
|---------------------------------|--|--------------------------------------|
| RIGHT OF WAY - FT. <i>28</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING | TRAFFIC DIRECTION <i>Dead End</i> |
|---------------------------------|--|--------------------------------------|

P A V E M E N T

| | | |
|---|--|--|
| LENGTH-FT. <i>90</i> WIDTH-FT. <i>28</i> AREA-S.Y. <i>280</i> | SURFACE <i>Asphalt</i> CONDITION <i>Poor</i> BASE <i>Cobble Stones</i> | CURB <i>Yes</i> MEDIAN <i>No</i> LAST CONSTR. DATE |
|---|--|--|

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|------|-------|-------------|-------|-----------------|------------|-------------|
| RIGHT | — | | <i>Fair</i> | RIGHT | <i>Concrete</i> | <i>1-6</i> | <i>Poor</i> |
| LEFT | — | | — | LEFT | — | — | — |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | — | | | |
| LEFT | — | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|-------------|
| <i>None</i> | <i>None</i> |
|-------------|-------------|

REMARKS

* *Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WASHINGTON*
FROM *BOYLSTON*

CLASSIFICATION *INTERIOR*
TO *STUART*

RIGHT OF WAY - FT.
49 to 55

TRAFFIC LANES - NO.
LIVE *2* PARKING *2*

TRAFFIC DIRECTION
North

PAVEMENT

LENGTH-FT. *375*
WIDTH-FT. *30 to 36*
AREA-S.Y. *1222*

SURFACE *Asphalt*
CONDITION *Fair*
BASE *Concrete*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *1948*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|---------------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Concrete & Granite</i> | <i>8'-11'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>4" to 6"</i> | <i>Poor to Good</i> |
| LEFT | <i>Granite & Concrete</i> | <i>8'-11'</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>3" to 5"</i> | <i>Poor</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*35" to 29" to 24" Pipe to 18" Pipe to
10" Pipe - Stuart to Boylston St.
36" Concrete - Stuart St. to Boylston*

*L.S. - 20" - Boylston to Stuart
12" - Boylston to Stuart
H.S. - 12" - Boylston to Beach*

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WASHINGTON*
FROM *COURT*

CLASSIFICATION *INTERIOR*
TO *MILK*

| | | |
|---------------------------------------|---|-----------------------------------|
| RIGHT OF WAY - FT. <i>44 to 67</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>North</i> |
|---------------------------------------|---|-----------------------------------|

P A V E M E N T

| | | |
|---------------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>905±</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>23 to 46</i> | CONDITION <i>Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>2924±</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1948</i> |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|-------------|-------|----------------|--------------|---------------------|
| RIGHT | <i>Concrete & Asphalt</i> | <i>8'-13'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>8"</i> | <i>Fair To Good</i> |
| LEFT | <i>Concrete & Granite</i> | <i>8-15'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>3"-6"</i> | <i>Fair To Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| | <i>2</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>5</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|------------------------------------|
| <i>15" Pipe to 24" Pipe - Milk to Pie Alley</i> | <i>L.S. - 24" - Court to Water</i> |
| <i>15" Pipe - Court Ave to Court St.</i> | <i>12" - Milk to School</i> |
| <i>12" Pipe - Spring Lane to 80' So. of Spring Lane.</i> | <i>H.S. 16" - Court to Milk</i> |
| <i>24" Pipe to 12" Pipe - Water St. to State St.</i> | |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WASHINGTON*
FROM *ESSEX*

CLASSIFICATION *INTERIOR*
TO *BOYLSTON*

| | | |
|---------------------------------------|---|-----------------------------------|
| RIGHT OF WAY - FT. <i>57 to 61</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>1</i> | TRAFFIC DIRECTION <i>North</i> |
|---------------------------------------|---|-----------------------------------|

PAVEMENT

| | | |
|---------------------------|-------------------------------|-------------------------------|
| LENGTH-FT. <i>203</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>36 to 40</i> | CONDITION <i>Fair to Good</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>898</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1948</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-------------------------------|---------------|-------------|-------|----------------|---------------|-------------|
| RIGHT | <i>Concrete & Granite</i> | <i>8'-13'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>2'-6"</i> | <i>Fair</i> |
| LEFT | <i>Concrete & Granite</i> | <i>8'-13'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3'-12"</i> | <i>Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|---|--|
| <i>24" Pipe - Essex to Boylston</i> <i>24" - Essex to Boylston</i> | <i>L.S. - 36" - Essex To Boylston - 20" Boylston (South)</i> <i>12" Essex (South)</i> <i>H.S. - 16" - Essex to Boylston</i> <i>12" - Boylston (South)</i> |
|---|--|

REMARKS

**BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82**

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WASHINGTON*
FROM *MILK*

CLASSIFICATION *INTERIOR*
TO *ESSEX*

RIGHT OF WAY - FT.

51 to 61

TRAFFIC LANES - NO.

LIVE *2* PARKING *1*

TRAFFIC DIRECTION

NORTH

PAVEMENT

LENGTH-FT.

WIDTH-FT. *30 to 40*

AREA-S.Y.

SURFACE *Asphalt*

CONDITION *Fair To Good*

BASE *Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1948*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>8-13</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4"-6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>8-13</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2"-6"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|----------------------------|--------------------|-------------|
| RIGHT | <i>9</i> | <i>Concrete-Single-Arm</i> | <i>20,000</i> | <i>Good</i> |
| LEFT | <i>8</i> | <i>Concrete-Single-arm</i> | <i>20,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

18" Pipe - Milk to Winter
20" Pipe - to 15" Pipe Milk to Winter
2'-8" x 4'-0" to 24" Pipe - Winter to
Essex.
18" Pipe to 15" Pipe - Summer To
Chickering Place.

L.S. - 12" - Milk to Summer
12" - Bedford to Avon
H.S. - 16" - Milk to Essex
12" - Franklin to Bromfield
8" - Summer (Each Side)

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WATER*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *DEVONSHIRE*

RIGHT OF WAY - FT.
35 to 41

TRAFFIC LANES - NO.
LIVE *1* PARKING *1*

TRAFFIC DIRECTION
East

P A V E M E N T

LENGTH-FT. *178*

WIDTH-FT. *21-24*

AREA-S.Y. *456*

SURFACE *Sheet Asphalt*

CONDITION *Fair*

BASE *Granite Block*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1948*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>7'-9'</i> | <i>Fair</i> | RIGHT | <i>Granite</i> | <i>2"-6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>7'-10'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>1"-3"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Concrete, -Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|--|
| <i>24" Pipe - Washington to Devonshire</i> | <i>L.S. - 24" - Washington to Devonshire</i> |
| <i>12" Pipe - Washington to Devonshire</i> | <i>H.S. - 12" - Washington to Devonshire</i> <i>(Reduces to 6" at Devonshire)</i> |

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WATER*
FROM *DEVONSHIRE*

CLASSIFICATION *INTERIOR*
TO *CONGRESS*

| | | |
|---------------------------------|---|----------------------------------|
| RIGHT OF WAY - FT. <i>60</i> | TRAFFIC LANES - NO. LIVE <i>2</i> PARKING <i>2</i> | TRAFFIC DIRECTION <i>East</i> |
|---------------------------------|---|----------------------------------|

PAVEMENT

| | | |
|------------------------|------------------------|-------------------------------|
| LENGTH-FT. <i>213</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>40-41</i> | CONDITION <i>Fair</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>972</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE <i>1932</i> |

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|-------------|-------|----------------|--------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>7'-10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2"-6"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>6'</i> | <i>Fair</i> | LEFT | <i>Granite</i> | <i>3"-8"</i> | <i>Good to Fair</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-------------------------|--------------------|-------------|
| RIGHT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Fair</i> |
| LEFT | <i>1</i> | <i>Wood-Top-mounted</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

SEWERS

WATER

| | |
|--|---|
| <i>30"x32" Bbl. - Devonshire to Congress St.</i> | <i>L.S. - 24" - Devonshire to Congress</i> <i>12" - Devonshire to Congress</i> <i>H.S. - 6" - Devonshire to Congress</i> <i>(Increases to 8" at Congress.)</i> |
|--|---|

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAH, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WAVERLY PLACE **

CLASSIFICATION *INTERIOR*

FROM *SOUTH ST.*

TO *DEAD END*

| | | |
|---------------------------------------|--|--------------------------------------|
| RIGHT OF WAY - FT. <i>19 to 22</i> | TRAFFIC LANES - NO. LIVE <i>1</i> PARKING | TRAFFIC DIRECTION <i>Dead End</i> |
|---------------------------------------|--|--------------------------------------|

P A V E M E N T

| | | |
|-----------------------|------------------------|-------------------|
| LENGTH-FT. <i>190</i> | SURFACE <i>Asphalt</i> | CURB <i>Yes</i> |
| WIDTH-FT. <i>14</i> | CONDITION <i>Poor</i> | MEDIAN <i>No</i> |
| AREA-S.Y. <i>296</i> | BASE <i>Concrete</i> | LAST CONSTR. DATE |

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|----------|-------------|-------|----------------|------------|-------------|
| RIGHT | <i>Concrete</i> | <i>4</i> | <i>Poor</i> | RIGHT | <i>Granite</i> | <i>6-8</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>4</i> | <i>Poor</i> | LEFT | <i>Granite</i> | <i>6-8</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | — | | | |
| LEFT | — | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|--|-----------------------------------|
| <i>12"- South to 70' East of South</i> | <i>4.5"-6"- South to Dead End</i> |
|--|-----------------------------------|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WESLEYAN PLACE **
FROM *BROMFIELD*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.
10 to 13

TRAFFIC LANES - NO.
LIVE *1* PARKING *0*

TRAFFIC DIRECTION
Each Way

P A V E M E N T

LENGTH-FT. *100*
WIDTH-FT. *8-12*
AREA-S.Y. *108 ±*

SURFACE *Concrete*
CONDITION *Good*
BASE *-*

CURB *Yes*
MEDIAN *No*
LAST CONSTR. DATE *-*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|----------------|--------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Granite</i> | <i>0'-2'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>1'-4"</i> | <i>Fair</i> |
| LEFT | <i>Granite</i> | <i>0'-3'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>6"-2"</i> | <i>Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

S E W E R S

W A T E R

| | |
|-------------|---------------------------------------|
| <i>None</i> | <i>L.S. - 8" to end of Wes. Place</i> |
|-------------|---------------------------------------|

REMARKS

** Private Way*

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WEST*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *TREMONT*

RIGHT OF WAY - FT.

35 TO 37

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

West

P A V E M E N T

LENGTH-FT. *494*

WIDTH-FT. *21-23*

AREA-S.Y. *1220*

SURFACE *Asphalt*

CONDITION *Fair*

BASE *Concrete*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1952*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------|---------------------|-------|----------------|-----------------|---------------------|
| RIGHT | <i>Concrete</i> | <i>6'-10'</i> | <i>Poor to Fair</i> | RIGHT | <i>Granite</i> | <i>3" to 5"</i> | <i>Poor to Fair</i> |
| LEFT | <i>Concrete</i> | <i>6-10'</i> | <i>Poor to Fair</i> | LEFT | <i>Granite</i> | <i>3" to 5"</i> | <i>Poor to Fair</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|-----------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete, Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

*20" Brick to 3'x2' egg-Tremont to Washington St.
Private Sewer-Mason to Washington*

H.S.-16"-Tremont to Washington St.

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WINTER*
FROM *WASHINGTON*

CLASSIFICATION *INTERIOR*
TO *TREMONT*

RIGHT OF WAY - FT.

36 to 39

TRAFFIC LANES - NO.

LIVE *1* PARKING *1*

TRAFFIC DIRECTION

East

P A V E M E N T

LENGTH-FT. *515*

WIDTH-FT. *19⁴ - 21³*

AREA-S.Y. *1182*

SURFACE *Asphalt*

CONDITION *Good to Fair*

BASE *Concrete Base*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *1950*

S I D E W A L K S

C U R B S

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|---------------------------|-------------|-------|----------------|--------------|-------------|
| RIGHT | <i>Concrete</i> | <i>4³'-10'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>2"-4"</i> | <i>Good</i> |
| LEFT | <i>Concrete</i> | <i>8'</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>2"-4"</i> | <i>Good</i> |

S T R E E T L I G H T I N G

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------------------------------|--------------------|-------------|
| RIGHT | <i>2</i> | <i>Concrete, -Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| LEFT | <i>1</i> | <i>Concrete, -Single-arm</i> | <i>10,000</i> | <i>Good</i> |
| MEDIAN | | | | |

S E W E R S

W A T E R

16" Iron Pipe - Tremont to Washington St.
12" Iron Pipe - Tremont to Summer St.

L.S. - 16" Washington to Tremont

REMARKS

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT PROJECT, R-82

STREET CONDITION SURVEY

CHAS. T. MAIN, INC., BOSTON, MASS.
DECEMBER, 1963

STREET *WINTER PLACE**
FROM *WINTER*

CLASSIFICATION *INTERIOR*
TO *DEAD END*

RIGHT OF WAY - FT.

185

TRAFFIC LANES - NO.

LIVE

1

PARKING

TRAFFIC DIRECTION

North-South

PAVEMENT

LENGTH-FT. *162'*

WIDTH-FT. *6'*

AREA-S.Y. *108*

SURFACE *Concrete*

CONDITION *Good*

BASE *—*

CURB *Yes*

MEDIAN *No*

LAST CONSTR. DATE *—*

SIDEWALKS

CURBS

| | TYPE | WIDTH | CONDITION | | TYPE | HEIGHT | CONDITION |
|-------|-----------------|-----------|-------------|-------|----------------|-----------------|-------------|
| RIGHT | <i>Concrete</i> | <i>5'</i> | <i>Good</i> | RIGHT | <i>Granite</i> | <i>4" to 5"</i> | <i>Fair</i> |
| LEFT | <i>Concrete</i> | <i>65</i> | <i>Good</i> | LEFT | <i>Granite</i> | <i>4" to 6"</i> | <i>Good</i> |

STREET LIGHTING

| | FIXTURE-NO. | TYPE | INTENSITY - LUMENS | CONDITION |
|--------|-------------|------|--------------------|-----------|
| RIGHT | <i>None</i> | | | |
| LEFT | <i>None</i> | | | |
| MEDIAN | | | | |

SEWERS

WATER

*10" Pipe - Winter to 170' West
of Winter, Private*

L.S. - 6" - Winter to 130' from Winter

REMARKS

** Private Way*

TABLE NO. 1

LIST OF REFERENCE DRAWINGS

| <u>CODE NO.</u> | <u>TITLE</u> | <u>DRAWING NO.</u> |
|-----------------|---|-----------------------------|
| R224-2 | Street Adjustments (Proposed) | 2405-1-R1 to R5 Incl. |
| R224-4 | Street & Park Lighting (Exist. & Proposed) | 2405-1-L1 to L5 Incl. |
| R224-5 & 6 | High & Low Service Water (Exist.) | 2405-1-W1 to W5 Incl. |
| R224-5 | High Service Water (Proposed) | 2405-1-HW1.1 to HW4.1 Incl. |
| R224-6 | Low Service Water (Proposed) | 2405-1-LW2.1 to LW4.1 Incl. |
| R224-7 | High Pressure Fire (Existing) | 2405-1-F1 to F5 Incl. |
| R224-7 | High Pressure Fire (Proposed) | 2405-1-F1.1 to F4.1 Incl. |
| R224-8 | Sanitary & Storm Sewer (Existing) | 2405-1-S1 to S5 Incl. |
| R224-8 | Surface Drainage (Proposed) | 2405-1-SD1.1 to SD5.1 Incl. |
| R224-8 | Sanitary Sewer (Proposed) | 2405-1-SS1.1 to SS5.1 Incl. |
| R224-9 & 10 | Police, Fire Alarm & MBTA Buried Ducts (Existing) | 2405-1-C1 to C5 Incl. |
| R224-9 & 10 | Police, Fire Alarm & MBTA Buried Ducts (Proposed) | 2405-1-C1.1 to C5.1 Incl. |
| R224-14 | Pedestrian Viaduct (Proposed) | 2405-1-PV1.1 |
| R224- | Boring Location (Existing) | 2405-1-B1, B2 |
| R224- | Boring Data | 2405-1-BD1 to BD3 Incl. |
| R224- | MBTA Subway Facilities (Existing) | 2405-1-M1 to M5 Incl. |

TABLE NO. 2

ALPHABETICAL LISTING OF EXISTING STREETS

Central Business District Project

Mass. R-82

| <u>NAME</u> | <u>LOCATION</u> | <u>PHOTOGRAMMETRIC SHEET NUMBER</u> | <u>STREET CLASSIFICATION</u> |
|---------------|--------------------------------|---|----------------------------------|
| Allen's Alley | Off Tremont | 24N-12E | Interior |
| Arch | Summer to Milk | 24N-13E, 25N-13E | Interior |
| Arlington | Boylston to Stuart | 24N-12E | Boundary |
| Atlantic Ave. | Kneeland to Congress | 24N-13E | Boundary (Partial) |
| Avery | Tremont to Washington | 24N-12E | Interior |
| Avery Place | Off Avery | 24N-12E | Interior (Private) |
| Avon | Washington to Chauncy | 24N-12E | Interior |
| Beach | Washington to Atlantic Ave. | 24N-12E, 24N-13E | Interior |
| Bedford | Washington to Summer | 24N-12E, 24N-13E | Interior |
| Bosworth | Tremont to Province | 25N-12E | Interior |
| Boylston | Arlington to Washington | 24N-12E | Boundary (Partial) |
| Boylston Pl. | Off Boylston | 24N-12E | Interior (Private) |
| Boylston Sq. | Boylston to Washington | 24N-12E | Interior (Private) |
| Broadway | Park Sq. to Stuart | 24N-12E | Interior |
| Bromfield | Tremont to Washington | 25N-12E | Interior |
| Bumstead Ct. | Off Boylston | 24N-12E | Interior (Private) |
| Bussey Place | Off Arch | 24N-13E, 25N-13E | Interior (Private) |
| Carver | Boylston to Stuart | 24N-12E | Interior |

TABLE NO. 2 (Cont.)

| <u>NAME</u> | <u>LOCATION</u> | <u>PHOTOGRAMMETRIC SHEET NUMBER</u> | <u>STREET CLASSIFICATION</u> |
|-----------------|---------------------------------------|---|----------------------------------|
| Channing | Congress to Leather Sq. | 25N-13E | Interior (Private) |
| Chapman Pl. | Bosworth to School | 25N-12E | Interior |
| Chauncy | Essex to Summer | 24N-12E | Interior |
| Chickering Pl. | Off Washington | 24N-12E | Interior (Private) |
| Church | Columbus Ave. to Stuart | 24N-12E | Interior |
| City Hall Ave. | School to Court Sq. | 24N-12E, 25N-13E | Interior |
| Columbus Ave. | Stuart to Park Sq. | 24N-12E | Interior |
| Columbia | Essex to Bedford | 24N-13E | Interior |
| Congress | Atlantic Ave. to State | 24N-13E, 25N-13E | Boundary |
| Cornhill Ct. | Court Ave. to Washington | 25N-13E | Interior |
| Court | Washington to Court Sq. | 25N-13E | Boundary |
| Court Ave. | Off Washington | 25N-13E | Interior |
| Court Sq. | Off Court | 25N-12E, 25N-13E | Boundary |
| Devonshire | Summer to State | 24N-13E, 25N-13E | Interior |
| Dorchester Ave. | Summer Across Ft. Point Channel | 23N-13E, 24N-13E | Interior |
| East | South to Atlantic Ave. | 24N-13E | Interior |
| East St. Pl. | Off East | 24N-13E | Interior |
| Edinboro | Essex to Beach | 24N-12E | Interior |
| Eliot | Columbus Ave. to Stuart | 24N-12E | Interior |
| Eliot Pl. | Off Stuart | 24N-12E | Interior (Private) |
| Essex | Washington to Atlantic Avenue | 24N-12E, 24N-13E | Interior |
| Exeter Pl. | Chauncy to Harrison Ave. Extension | 24N-12E | Interior |

TABLE NO. 2 (Cont.)

| <u>NAME</u> | <u>LOCATION</u> | <u>PHOTOGRAMMETRIC SHEET NUMBER</u> | <u>STREET CLASSIFICATION</u> |
|-------------------------------------|--|---|----------------------------------|
| Fayette Ct. | Off Washington | 24N-12E | Interior (Private) |
| Federal | Milk to Purchase | 24N-13E, 25N-13E | Interior |
| Federal Ct. | Federal to Milton Pl. | 24N-13E | Interior (Private) |
| Franklin | Washington to Congress | 25N-12E, 25N-13E | Interior |
| Hadassah Way | Boylston to Providence | 24N-12E | Interior |
| Hamilton Pl. | Off Tremont | 25N-12E | Interior (Private) |
| Harlaem Pl. | Off Washington | 24N-12E | Interior (Private) |
| Harrison Ave. | Essex to Kneeland | 24N-12E | Interior |
| Harrison Ave. Extension | Essex to Bedford | 24N-12E | Interior |
| Hawley | Summer to Milk | 25N-12E, 25N-13E | Interior |
| Hawley Pl. | Hawley to Arch | 25N-13E | Interior (Private) |
| Haymarket Pl. | Off Avery | 24N-12E | Interior (Private) |
| Hayward Pl. | Washington to Harrison Ave. Extension | 24N-12E | Interior |
| Head Place | Tremont to Boylston | 24N-12E | Interior (Private) |
| Hersey Pl. | Off Essex | 24N-12E | Interior (Private) |
| High | Summer to Congress | 24N-13E | Interior |
| High St. Pl. | Matthews to High | 24N-13E | Interior |
| Harvard Pl. | Off Washington | 25N-12E, 25N-13E | Interior (Private) |
| Hudson | Kneeland to Beach | 24N-12E | Interior |
| Jackson Pl. | Off Winter | 25N-12E | Interior (Private) |
| J. F. Fitz- gerald Expressway | Kneeland to Congress | 24N-12E, 24N-13E | Interior |

TABLE NO. 2 (Cont.)

| <u>NAME</u> | <u>LOCATION</u> | <u>PHOTOGRAMMETRIC SHEET NUMBER</u> | <u>SHEET CLASSIFICATION</u> |
|----------------|--|---|---------------------------------|
| Kingston | Beach to Summer | 24N-12E, 24N-13E | Interior |
| Knapp | Beach to Kneeland and Harrison Avenue | 24N-12E | Interior |
| Kneeland | Washington to Atlantic Avenue | 24N-12E, 24N-13E | Boundary |
| LaGrange | Tremont to Washington | 24N-12E | Interior |
| Leather Sq. | Channing to Matthews | 24N-13E, 25N-13E | Interior (Private) |
| Lincoln | Kneeland to Bedford | 24N-13E | Interior |
| Lowell Ct. | Off Tamworth | 24N-12E | Interior (Private) |
| Mason | West to Tremont and Avery | 24N-12E | Interior |
| Mason St.Pl. | Off Mason | 24N-12E | Interior (Private) |
| Matthews | Federal to Congress | 24N-13E | Interior |
| Milk | Washington to Congress | 25N-13E | Interior |
| Milton Pl. | Federal to Summer | 24N-13E | Interior (Private) |
| Music Hall Pl. | Off Winter | 25N-12E | Interior (Private) |
| Norfolk Pl. | Washington to Harrison Ave. Extension | 24N-12E | Interior (Private) |
| Ordway Pl. | Washington to Province Court | 25N-12E | Interior (Private) |
| Otis | Summer to Devonshire | 24N-13E, 25N-13E | Interior |
| Oxford | Essex to Beach | 24N-12E | Interior |
| Oxford Pl. | Oxford to Harrison Ave. | 24N-12E | Interior (Private) |
| Park Sq. | Boylston to Columbus Ave. | 24N-12E | Interior |
| Pie Alley | Off Court Square | 25N-13E | Interior (Private) |
| Ping On | Essex to Beach | 24N-12E | Interior (Private) |

TABLE NO. 2 (Cont.)

| <u>NAME</u> | <u>LOCATION</u> | <u>PHOTOGRAMMETRIC SHEET NUMBER</u> | <u>SHEET CLASSIFICATION</u> |
|--------------|----------------------------------|---|---------------------------------|
| Providence | Arlington to Park Sq. | 24N-12E | Interior |
| Province | Bromfield to School | 25N-12E | Interior |
| Province Ct. | Off Province | 25N-12E | Interior |
| Purchase | Summer to Congress | 24N-13E | Interior |
| Quaker Lane | Devonshire to Congress | 25N-13E | Interior |
| Rowe Place | Off Chauncy | 24N-12E | Interior (Private) |
| School | Tremont to Washington | 25N-12E, 25N-13E | Boundary (Partial) |
| Sewall Pl. | Off Milk | 25N-13E | Interior (Private) |
| Snow Pl. | Hawley to Otis | 25N-13E | Interior |
| South | Kneeland to Summer | 24N-13E | Interior |
| Spring Lane | Washington to Devonshire | 25N-13E | Interior |
| State | Washington to Congress | 25N-13E | Boundary |
| Stuart | Arlington to Washington | 24N-12E | Boundary |
| Sullivan Pl. | Off Federal | 24N-13E | Interior (Private) |
| Summer | Washington to Dorchester Ave. | 24N-12E, 25N-12E 24N-13E | Boundary (Partial) |
| Tamworth | Boylston to LaGrange | 24N-12E | Interior |
| Temple Pl. | Tremont to Washington | 24N-12E, 25N-12E | Interior |
| Townsend Pl. | Off Carver | 24N-12E | Interior (Private) |
| Tremont | School to Stuart | 24N-12E, 25N-12E | Boundary |
| Tyler | Kneeland to Beach | 24N-12E | Interior |
| Tufts | Lincoln to South | 24N-13E | Interior |
| Utica | Tufts to Kneeland | 24N-13E | Interior |
| Utica Pl. | Off Utica | 24N-13E | Interior (Private) |

TABLE NO. 3
STREETS TO BE ABANDONED

| <u>STREET</u> | <u>FROM</u> | <u>TO</u> |
|----------------------|-----------------------|--------------------------|
| Beach | Knapp | Washington |
| Bedford | Columbia | Summer |
| Broadway | Park Square | Stuart |
| Carver | Boylston | Stuart |
| Dorchester Avenue | Summer | Ft. Point Channel Bridge |
| Exeter Place | Harrison Avenue Ext. | Chauncy |
| Federal | High | Purchase |
| Harrison Avenue Ext. | New Street | Bedford |
| Hawley | Hawley Place | Milk |
| LaGrange | Tremont | Washington |
| Lincoln | J. F. Fitzgerald Exp. | Summer |
| Park Square | Boylston | Columbus Avenue |
| South | J. F. Fitzgerald Exp. | Summer |
| Spring Lane | Washington | Devonshire |
| Tamworth | Boylston | LaGrange |

PRIVATE WAYS TO BE RETAINED

| | | |
|----------------|----------|----------|
| Allen's Alley | Tremont | Dead End |
| Avery Place | Avery | Dead End |
| Boylston Place | Boylston | Dead End |
| Bumstead Court | Boylston | Dead End |

TABLE NO. 3 (Cont.)

| STREET | FROM | TO |
|-------------------------------|--------------|-----------------|
| Channing | Congress | Leather Square |
| East St. Place | East | Dead End |
| Fayette Court | Washington | Dead End |
| Federal Court | Federal | Milton Place |
| Hamilton Place (Ped. Mall) | Tremont | Dead End |
| Hawley Place | Hawley | Arch |
| Haymarket Place | Avery | Dead End |
| Head Place | Tremont | Boylston |
| Jackson Place | Winter | Dead End |
| Leather Square | Channing | Matthews |
| Mason St. Place | Mason | Dead End |
| Milton Place | Federal | Summer |
| Oxford Place | Oxford | Harrison Avenue |
| Pie Alley | Court Square | Dead End |
| Ping On | Essex | Beach |
| Sullivan Place | Federal | Dead End |
| Townsend Place | Carver | Dead End |
| Utica St. Place | Utica | Dead End |

TABLE NO. 1

SUMMARY OF CONDITION OF NEW AND RETAINED STREETS

& PEDESTRIAN MALLS

Listed below is a tabulation of pedestrian malls and city streets in the project area (new and to be retained) with recommended improvements and/or existing conditions shown. Private ways are not listed in the tabulation. Streets which will be retained in the now existing condition are identified by an asterisk.

Street conditions were determined by a survey in the fall of 1963 and updated by a later survey in 1966. This tabulation entitled STREET CONDITION SURVEY, CENTRAL BUSINESS DISTRICT PROJECT, BOSTON, MASS., is enclosed in APPENDIX A.

SUMMARY OF STREETS

NEW

| <u>Street</u> | <u>Roadway</u> | <u>Curb</u> | <u>Sidewalk</u> |
|--------------------------------------|------------------|------------------|------------------|
| New Arch St. (Summer to Washington) | New & Rebuilt | New & Rebuilt | New & Rebuilt |
| New Surface Road (Summer to Beach) | New | New | New |
| New Charles St. (Boylston to Stuart) | New | New | New |
| New Street (Tremont to Essex) | New | New | New |
| Lincoln St. (Essex to Summer) | New | New | New |
| South St. (Essex to Summer) | New | New | New |

TABLE NO. 4 (Cont.)

GOOD

| <u>Street</u> | <u>Roadway</u> | <u>Curb</u> | <u>Sidewalk</u> |
|--|------------------|----------------|------------------|
| * Avery St. (Tremont to Washington) | Good | Good | Good |
| * Avon St. (Washington to Chauncy) | Good | Good | Good |
| Beach St. (Knapp to Atlantic) | Resurface | New & Reset | Rebuild |
| Bedford St. (Washington to Columbia) | Rebuild | New & Reset | Rebuild |
| Brcmfield St. (Tremont to Washington) | Rebuild | Reset | Rebuild |
| Chauncy St. (Summer to Essex) | Rebuild | Reset | Rebuild |
| Columbia St. (Essex to Bedford) | Rebuild | Reset | Rebuild |
| Congress St. (State to Atlantic) | Rebuild | Good | Good |
| Court St. (Washington to Court Sq.) | Rebuild | Fair | Fair |
| Court Sq. (Court St. to Court Sq. West) | Rebuild | Fair | Fair |
| Edinboro St. (Essex to Beach) | Rebuild | Reset | Rebuild |
| Essex St. (Washington to Atlantic) | Rebuild | New & Reset | New & Rebuild |
| Federal St. (Milk to High) | Rebuild | Reset | Good |
| Franklin (Washington to Congress) | New & Rebuild | New & Reset | New & Rebuild |
| Harrison Ave. (Essex to Kneeland) | Rebuild | New & Reset | New & Rebuild |
| Harrison Ave. Ext. (Essex to New) | Rebuild | Good | Good |
| Hawley St. (Snow Pl. to New Arch) | Rebuild | New & Reset | New & Rebuild |
| * Haywood Pl. (Washington to Harrison Ave. Ext.) | Good | Fair | Good |
| High St. (Summer to Congress) | Rebuild | New & Reset | Rebuild |

TABLE NO. 4 (Cont.)

GOOD

| <u>Street</u> | <u>Roadway</u> | <u>Curb</u> | <u>Sidewalk</u> |
|---|------------------------|----------------|------------------|
| Hudson St. (Beach to Kneeland) | Rebuild | Good | Good |
| J.F. Fitzgerald Exp. Surface Road (Kneeland to Congress) | Good | Good | Good |
| Kingston St. (Kneeland to Summer) | Rebuild | New & Reset | New |
| Kneeland St. (Washington to Atlantic) | Rebuild | New & Reset | New & Rebuild |
| Lincoln St. (Kneeland to Essex) | Resurface | Reset | Rebuild |
| Matthews St. (Federal to Congress) | Rebuild | Fair | Fair |
| Milk St. (Washington to Congress) | Rebuild & Resurface | New & Reset | New & Rebuild |
| Province St. (Bromfield to School) | Rebuild | Fair | Fair |
| Purchase St. (Congress to Summer) | Rebuild | New | New |
| *Quaker Lane (Congress to Congress) | Good | Good | Fair |
| South St. (Kneeland to Summer) | Rebuild & Resurface | New & Reset | New & Rebuild |
| State St. (Washington to Congress) | Rebuild | New & Reset | Rebuild |
| Summer St. (Chauncy to New Dorchester Avenue) | Rebuild | New & Reset | New |
| Tremont St. (Stuart to School) | Rebuild & Resurface | New & Reset | Rebuild |
| Tufts St. (Lincoln to South) | Rebuild | Reset | Rebuild |
| Washington St. (Stuart to State) | Rebuild & Resurface | New & Reset | Rebuild |

TABLE NO. 4 (Cont.)

FAIR

| <u>Street</u> | <u>Roadway</u> | <u>Curb</u> | <u>Sidewalk</u> |
|--|------------------------|----------------|-----------------|
| Arlington St. (Boylston to Stuart) | Resurface | Reset | Good |
| Atlantic Ave. (Kneeland to Congress) | Resurface & Rebuild | New & Reset | New |
| Bosworth St. (Tremont to Chapman) | Resurface | Good | Fair |
| Boylston St. (Arlington to Washington) | Resurface & Rebuild | Reset | Rebuild |
| Chapman Pl. (Bosworth to School) | Rebuild | Fair | Fair |
| Devonshire St. (State to Summer) | Rebuild | New & Reset | New |
| Dorchester Ave. (Summer to Fort Point Channel) | Fair | Fair | Fair |
| East St. (South to Atlantic | Rebuild & Resurface | Reset | Rebuild |
| Eliot St. (Tremont to New Charles | Rebuild | New | Fair |
| Harrison Ave. Ext. (Essex to New St.) | Rebuild | Good | Fair |
| * Knapp St. (Beach to Harrison-Knapp to Kneeland) | Fair | Fair | Fair |
| Otis St. (Summer to Devonshire) | Rebuild | Reset | Fair |
| Oxford St. (Essex to Beach) | Rebuild | Fair | Fair |
| School St. (Washington to Tremont) | Rebuild | New & Reset | Rebuild |
| Snow Pl. (Hawley to New Arch) | | | |
| Water St. (New Arch to Congress) | Rebuild | Reset | Rebuild |
| West St. (Washington to Tremont) | Rebuild | Reset | Rebuild |

TABLE NO. 4 (Cont.)

PCOR

| <u>Street</u> | <u>Roadway</u> | <u>Curb</u> | <u>Sidewalk</u> |
|---|----------------|-------------|-----------------|
| Church St. (Columbus Ave. to Stuart) | Resurface | Reset | Rebuild |
| Columbus Ave. (Providence to Stuart) | Rebuild | Reset | Rebuild |
| Hadassah Way (Boylston to Providence) | Rebuild | New | Rebuild |
| Mason St. (West to Avery) | Rebuild | Reset | Rebuild |
| Providence St. (Arlington to New Charles) | Rebuild | New | Rebuild |
| Stuart St. (Arlington to Washington) | Rebuild | New | Rebuild |
| Tyler St. (Kneeland to Beach) | Resurface | Reset | Good |
| Utica St. (Kneeland to Tufts) | Rebuild | Reset | Rebuild |

PEDESTRIAN MALLS

| <u>Street</u> | <u>From</u> | <u>To</u> |
|----------------|-------------|------------|
| City Hall Ave. | School | Court Sq. |
| Hamilton Place | Tremont | Washington |
| Hawley St. | Snow Place | Summer |
| Quaker Lane | Devonshire | State |
| Summer St. | Washington | Chauncy |
| Temple Place | Tremont | Washington |
| Winter St. | Tremont | Washington |

TABLE NO. 5

TYPICAL STREET CONSTRUCTION & ALTERATIONS

MAJOR STREET (NEW) OR (REBUILD)

12" Foundation Course

6" Base Course

2 $\frac{1}{2}$ " Bituminous Concrete (Pavement)

MINOR STREET (NEW) OR (REBUILD)

10" Foundation Course

4" Base Course

2 $\frac{1}{2}$ " Bituminous Concrete (Pavement)

SIDEWALK (NEW)

Granite Curb (Type VA-4)

8" Gravel Base Course

Wire Mesh

4" Concrete (2-Course)

SIDEWALK (REBUILD)

4" Gravel Base

Wire Mesh

4" Concrete (2-Course)

RESURFACE ON EXISTING SURFACE

Tack Coat

Bituminous Concrete Type I-1-1 $\frac{1}{2}$ "

TABLE NO. 5 (Cont.)

PEDESTRIAN MALL

8" Gravel Base Course

Wire Mesh

4" Concrete (2-Course) - Special

Scoring

TABLE NO. 6

WATER & SEWER SYSTEMS - MATERIAL SPECIFICATIONS

High & Low Service Water Systems

Pipe. Tar coated, cement lined, cast iron pipe Federal Specifications WW-P-421 Class 250, Type 2. (Normal laying length-16 Ft.). Cement shall conform to ASA Specification A21-4-52.

Fittings. Tar coated, cement lined, cast iron fittings AWWA Specification C100-08 for cast iron pressure fittings, Class "D".

Gate Valves. Parallel double disc, bell ends, non-rising stem. New York pattern, Metropolitan type, conforming to AWWA Specification C500-61.

High Pressure Fire System

Pipe. Cast iron pipe conforming to AWWA standard specifications for Class "H" pipe.

Sanitary Drainage System

Pipe. Vitrified clay, extra strength ASTM Specifications C200-44T.

Fittings. Same as pipe.

Surface Drainage System

Pipe. Reinforced concrete, conforming to Federal Specifications SS-P-381.

TABLE NO. 7

LIGHTING REQUIREMENTS BY STREET CLASSIFICATION

| <u>CLASS</u> | <u>DESCRIPTION</u> | <u>LUMENS PER LIN.FT.</u> | <u>MERCURY VAPOR LUMENS</u> |
|----------------------|--|-------------------------------|---------------------------------|
| <u>MAJOR STREETS</u> | | | |
| A. | Very heavy vehicular and/or pedestrian Traffic, bus routes, four or more traffic lanes | 250-300 | 20,000 |
| B. | Moderate to heavy vehicular and/or pedestrian traffic, bus routes | 40-90 | 11,000 |
| <u>MINOR STREETS</u> | | | |
| A. | Residential streets, average business districts, public buildings used at night, heavy tree foliage, moderate to heavy vehicular and/or pedestrian traffic, bus routes continuous apartment type dwellings | 30-60 | 7,000 |
| B. | Residential streets, private ways, alleys, strictly residential in use, all residential streets not included in Class A | 12.5-26 | 3,500 |

TABLE NO. 8

CITY OF BOSTON P.W.D. DESIGN CRITERIA

WATER DISTRIBUTION SYSTEMS

GENERAL.

Connections to or extensions of either the high or low pressure system of the City of Boston should be undertaken only after a thorough investigation of the existing residual pressures as recorded in the Water Division for the area under consideration.

Any extension of the existing system, or a new distribution system to be designed for a new street development, should have sufficient capacity to deliver the maximum daily domestic and industrial flow simultaneously with the required fire flow, while maintaining the necessary residual pressures to supply the demand, regardless of any inadequacy in the existing system to which it is to be connected. Such inadequacy, when discovered, shall be recorded and brought to the attention of the PWD Water Division so that remedial measures can be scheduled.

The fire flow, together with the simultaneous maximum daily domestic flow, will generally govern the design of the new extension or distribution system, except where high industrial and commercial demands are predominant now, or where they will be in the future. Industrial demands should be considered carefully, and specifically allowed for in addition to the normal design requirements.

TABLE NO. 8 (Cont.)

DESIGN.

1. Layout. The layout of any future extension or new distribution system shall conform to the pattern of the City's existing distribution systems. The pattern shall be in the form of a gridiron or loop system, laid parallel with the district streets and with a minimum of dead ends. Large secondary feeder mains should be installed as nearly parallel to one another as possible in both directions, generally along the main artery streets. Smaller interconnecting mains, forming the gridiron, should be installed along the branch streets. The secondary feeder mains will be connected to larger transmission mains which are tied in with the Metropolitan District Commission system.

2. Water Demands. The design and sizing of the piping system shall be based on either the domestic peak hourly demand, or the maximum domestic daily demand plus the maximum fire flow, whichever has the greater value, plus allowance for industrial or process flows as appropriate for the area.

(a) Domestic Requirements. For Boston's residential areas, assume an average annual daily consumption of 75 gallons per capita for large residential areas; and 100 gallons per capita for medium to large residential areas which include light business and commercial uses. Assume normal pressure ranges between 60 and 75 psi. These flows will allow for domestic, public and miscellaneous usages and for leakage and waste in

TABLE NO. 8 (Cont.)

a well metered system, but will not allow for heavy industrial or commercial process demands.

The maximum daily demand may fluctuate between 150 and 200 percent of the average annual daily per capita rate; the peak hour demand may run as high as 300 percent of the annual average daily rate.

In addition, a minimum residual pressure of 40 psi. shall be maintained at street level. An appropriately higher residual shall be maintained for buildings over three stories in height.

(b) Fire Flow Requirements. The fire flow demand will vary, depending on the population density of the area and the value of the district.

Specific fire flows in gpm, hours of duration, and average area covered per hydrant, for various densities of population, are set forth in the Fire Protection Handbook of the National Fire Protection Association and may be used in designing the distribution system, unless specific rates have been established by the city.

The minimum residual pressures to be maintained at hydrants during fire flows shall be 75 psi. in high value districts, where sprinkler and large hose standpipes are fed from the mains, and 40 to 60 psi. in densely populated residential areas where hoses are supplied direct from the hydrants.

TABLE NO. 8 (Cont.)

Residual pressures as low as 200 psi. at hydrants in high ground areas may be satisfactory where engine pumpers are used to boost the residual pressure.

(c) Industrial Requirements. Industrial and commercial process water usage, cooling water demands, etc., should be considered separately and added to the maximum design flow, unless already included, when the demand can be assumed to continue simultaneously with a large conflagration.

(d) Future Requirements. Allowance for future population and business expansion shall be included in the new design where necessary, based on a 30- to 50-year advanced forecast.

3. Pipe Design. Pipe sizes shall be determined based on the maximum simultaneous flow of the above demands by means of the Hazen and Williams formula using $C=100$ for ferrous metal pipes and $C=130$ for cement-lined or asbestos-cement pipes. Compute residual pressure heads by the Equivalent Pipe Method where pipes are in parallel or series, and the Hardy Cross Method for grid systems.

Minimum Pipe Sizes

| | |
|----------------------------------|---------------------|
| Minimum Service Connection | - 3/4-inch diameter |
| Minimum Hydrant Connection | - 6-inch diameter |
| Minimum Distribution Street Main | - 8-inch diameter |

TABLE NO. 8 (Cont.)

4. Materials for Design.

(a) Main and branch distribution pipe and fittings shall be cast-iron, cement-lined, with heavy tar coating on the outside, having bell and spigot ends for use with caulked lead and jute joints. Slip joints (Tyton or equal) and mechanical joints may be used if permitted by the FWD Water Division. Cement-lined, ductile-iron, prestressed concrete, or asbestos-cement pipe may be substituted if permitted. All pipe and fittings shall be of adequate strength to withstand external trench loads plus impact, and internal normal working pressures plus allowance for water hammer or shock, and shall conform with the requirements of the FWD Standard Specifications.

(b) Service connections up to and including 2 inches in diameter shall be copper or lead, or such other material as approved by the FWD Water Division. Services larger than 2 inches shall be cement-lined cast-iron or such other materials permitted by the Water Division. Services shall be designed for the required flow of the building or facility, and the range of pressures of the system.

(c) Fitting, Valves, Hydrants, Blow-offs, Air Relief Valves, Etc. shall conform with the FWD Standard Specifications and Standard Drawings, and shall be designed to withstand the maximum pressures of the system.

TABLE NO. 8 (Cont.)

5. Hydrant and Valve Spacing and Location.

(a) Hydrants.

High Value Districts - 200 to 300 feet apart.

Residential Districts - 300 to 400 feet apart.

A hydrant shall be located near an intersection of two streets for visibility and accessibility, with intermediate hydrants spaced approximately equidistant along both streets at the spaces listed above. Hydrants shall be located off the traveled way, on the side of the street nearest to the main, and as shown on the PWD Standard Drawings.

(b) Gate Valves or Water Gates. In general, all transmission mains, feeder mains, and interconnecting mains shall be valved where there is an intersection. Each pipe shall be valved on each side of the intersection, with the valves aligned with the street lines of the adjacent street. Intermediate gate valves shall be located along the street mains approximately every 500 feet in high value districts, and 1,000 feet elsewhere. Feeder mains shall have intermediate valves located every 1/4 mile, and transmission supply mains at least every mile. Each hydrant branch and large building service shall be controlled by a gate valve the same size as the branch. Each valve shall be furnished with a valve box and cover conforming with PWD Standards.

TABLE NO. 8 (Cont.)

(c) Corporation Cocks and Curb Stops. Each service connection 2 inches in diameter and smaller shall be controlled by a corporation stop at the main and a curb-stop located on the sidewalk or off the traveled way. Each curb-stop shall be furnished with an extension service box and cover marked "WATER".

(d) Air Release Valves. Provision shall be made at high points in the system for release of accumulated air by automatic or manual means. Venting arrangements are subject to the approval of the PWD Water Division. A hydrant installed at the high point may serve for air release, if approved.

(e) Blow-off Valves. Gate valves shall be installed at low points in the system for removing accumulated sediment and for flushing the lines. The arrangements are subject to the approval of the PWD Water Division. A hydrant installed at the low point may be substituted for this purpose, if approved.

6. Water Pipe Locations. In general, the top of all water mains, branches, and services shall be at least five feet below the finished street or other surface. Where shallow cover of pipe cannot be avoided, special provisions shall be made, with the approval of the PWD Water Division, to protect the pipe from damage from freezing and shock.

TABLE NO. 9

CITY OF BOSTON P.W.D. DESIGN CRITERIA

SANITARY SEWER AND STORM DRAINAGE SYSTEMS

1. STORM DRAINS

STORM FREQUENCY (Range)

- a. 5 yrs. (Residential areas in small communities)
- b. to 25 yrs. (High-valued areas in large cities)

MINIMUM PIPE VELOCITY

- a. 3 feet per second

DESIGN FORMULA

- a. Runoff Estimates
"Rational" $Q = CIA$
- b. Design
Manning $V = \frac{1.486}{n} R^{2/3} S^{1/2}$

MINIMUM PIPE SIZE

- a. 10"

MANHOLE AND CATCH BASIN SPACING

- a. Manhole - 300' Maximum
- b. Catch basin - 400' Maximum

CATCH BASIN AND MANHOLE CONSTRUCTION STANDARDS

- a. Catch basin (Use City Standards)
- b. Manholes (Use City Standards)

Y connections are allowable (for house connections and catch basins) age of line itself is not critical, depending upon other factors governing structural condition. Any line prior to 1900 would be suspect.

TABLE NO. 9 (Cont.)

2. SANITARY SEWERS

WATER PER CAPITA DAILY CONSUMPTION

- a. City uses 300 g/p/d

COMMERCIAL AND INDUSTRIAL STANDARDS

- a. Use those standards set by the M.D.C.

YEARS OF PROJECTION

- a. 50 year population forecast

MINIMUM PIPE VELOCITY 2 F.P.S.

(See new City details by F.S. & T.)

TRENCH

(See new City details by F.S. & T.)

- a. Common " "
- b. Staggering " "



M HALL
R RICH
T COLBURN
P. PARKER
M FLINT
C. HARE
J. LESSARD
M BURTON
A. DAUBER
M BAUMRUCKER

CHAS. T. MAIN, INC.
80 FEDERAL STREET
BOSTON, MASSACHUSETTS 02110

INDUSTRIAL PLANTS
TEXTILE MILLS
PULP AND PAPER
GRAPHIC ARTS
THERMAL POWER
HYDROELECTRIC POWER
POWER TRANSMISSION
NUCLEAR FACILITIES
INDUSTRIAL PROCESS

BOSTON REDEVELOPMENT AUTHORITY
BOSTON, MASSACHUSETTS

AREA CODE 617
262-3200

BRANCH OFFICE
1301 EAST MOREHEAD STREET
CHARLOTTE N C 28204

PRELIMINARY ENGINEERING STUDY
FOR

PROPOSED TRUCK SERVICE TUNNEL-CENTRAL BUSINESS DISTRICT

General Comments

To prepare this brief engineering study a simple rectangular structure composed of a concrete foundation slab, walls and roof has been considered. The interior cross-section of the tunnel is 14.5 feet by 28 feet with an outside right of way dimension from 36 feet to 40 feet required for construction. Wherever possible, construction has been considered by the "open-cut" method using shoring and sheeting to limit the required right of way. In certain sections, tunneling methods will be required to pass under existing subways. These locations have been delineated on the attached sketches.

The cost estimates included herein are intended to reflect the magnitude of construction costs only. Intensive study and design could result in different structure types which would affect construction costs. Included in our estimate of the cost of the tunnel construction are items for ventilation, lighting, drainage, public utility relocation and signalization. No allowance has been made for the cost of the required land taking. Ventilation of the truck access tunnel is a major problem and will require considerable expenditure. Atmospheric pressure control will be required to prevent air contamination in the connecting structures. Explosion proof lighting will be required for the full tunnel length. Drainage will require pumping at various points into the city sewer system. In some locations, extensive public utility



relocations will be required to permit construction. Signalization has been considered for proper traffic control both at (1) exits or entrances to the street system and (2) within the tunnel. It should be noted that considerable private utility relocation will be required, but no costs have been allowed for this work in the estimate.

Brief studies indicate that the floor of the access tunnel should be essentially 18 to 20 feet below ground level. Grade studies indicate that grades under 8 per cent can be developed except in Section II and III. In Section II, a grade of approximately 11 per cent is required to pass under the subway in Washington Street and meet the desired elevation in Section I. This is an excessive grade for the use intended. At most, 8 per cent should not be exceeded and then only for very short sections. We can find no reasonable solution to decrease the excessive grades with the proposed controlling factors. We believe that it may be undesirable from an operational point of view to construct Section II and III, but, nevertheless, we have shown an estimated cost for construction on the summary sheet.

To determine, at this time, the construction staging of the truck access is extremely difficult. There is no question that it should be constructed in sections to minimize the inconvenience to the normal activity and traffic flow in the area. The layout of the access tunnel is such that sectionalized construction can probably be performed.

We wish to call to your attention the possibility of other uses of the tunnel alignment if the access tunnel is constructed. One such use, might be adding small tunnel sections contiguous with the truck access tunnel for use of private utility distribution.

The total estimated cost of the truck access tunnel is approximately \$17,000,000. In the following summary the cost estimates have been shown by sections with the alternates requested by you (all as shown on the attached plan). The difference in costs between Alignment A and Alignment B reflects the variation in alignment in Section VII. The cost shown under "Limited Access Tunnel" reflects the cost for construction of sections I, IV, V and VII only.

COST ESTIMATE SUMMARY

| <u>Section</u> | <u>Access Tunnel-Alignment A</u> | <u>Access Tunnel Alignment B</u> | <u>Limited Access Tunnel</u> |
|----------------|--------------------------------------|--------------------------------------|----------------------------------|
| I | \$1,696,000 | \$1,696,000 | \$1,696,000 |
| II | 1,389,000 | 1,389,000 | - |
| III | 2,122,000 | 2,122,000 | - |
| IV | 1,650,000 | 1,650,000 | 1,650,000 |
| V | 786,000 | 786,000 | 786,000 |
| VI | 636,000 | 636,000 | - |
| VII (A) | 3,110,000 | - | - |
| VII (B) | - | 2,610,000 | - |
| VIII | 982,000 | 982,000 | 982,000 |
| IX | 4,364,000 | 4,364,000 | - |
| | <hr/> | <hr/> | <hr/> |
| TOTALS | \$16,735,000 | \$16,235,000 | \$5,114,000 |

SECTION I

Location - Between West and Bromfield Streets and between Tremont and Washington Streets

Criteria

| | |
|------------------------|---|
| Length | - 960 Ft. approx. |
| Floor Elevation | - approx. + 20 |
| Grade | - approx. level; 4 to 5% at entrance and exit |
| Access | - in at Bromfield; <u>out</u> at West |
| Rapid Transit Crossing | - cross through upper tunnel section at Winter Street |
| Construction | - "open-cut" method full length |

Cost Estimate

| | |
|--|---------------|
| Structure | - \$1,327,000 |
| Ventilation | - \$ 192,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 177,000 |

| | |
|-------|-------------|
| Total | \$1,696,000 |
|-------|-------------|

Comments

Ventilation costs have been increased \$96,000 above the total presented in our study dated October 2, 1964. In our first report we considered only exhausting air from the tunnel and we now find supply is also required to insure atmospheric pressure control in the basement of connecting structures. No other special problems were encountered.

SECTION II

Location - From east side of Washington Street under subway in Bromfield Street to connection with Section I.

Criteria

| | |
|------------------------|---|
| Length | - 500 Ft. approx. |
| Floor Elevation | - varies |
| Grade | - east side of Washington-6%; west side-11% |
| Access | - continuous between Sections I and IV |
| Rapid Transit Crossing | - under Washington St. subway |
| Construction | - "Open-cut" method-225 feet approx. "Tunneling" method-275 feet approx. |

Cost Estimate

| | |
|--|---------------|
| Structure | - \$1,239,000 |
| Ventilation | - \$ 120,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 30,000 |
| | <hr/> |
| Total | \$1,389,000 |

Comments

The grade is excessive for truck operation and the curve to enter Section I may require additional land-takings. It is possible that insufficient right of way is available for construction if the adjacent basement levels on Bromfield Street are deep enough to interfere with the tunnel. It may be impractical to construct this section.

SECTION III

Location - From Section I at West Street to Section VI at the intersection of Chauncy and New Street.

Criteria

| | |
|------------------------|---|
| Length | - 900 Ft. approx. |
| Floor Elevation | - varies between +20 and -9 |
| Grade | - west of Washington St. subway - 8% east of Washington St. subway - 5% at basement level - approx. level |
| Access | - continuous between Sections I and VI |
| Rapid Transit Crossing | - under Washington St. subway |
| Construction | - "open-cut" method - 700 feet approx. "tunnel" method - 200 feet approx. |

Cost Estimate

| | |
|--|-------------------|
| Structure | - \$1,740,000 |
| Ventilation | - \$ 216,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 166,000 |
| Total | <hr/> \$2,122,000 |

Comments

On east side of the Washington Street subway the 8% grade seems excessive for truck operation. Improving this to a 6% grade would require approx. 140 feet more tunnel adjacent to Section I. It is possible that insufficient right of way is available for construction if the adjacent basement levels on West Street are deep enough to interfere with the tunnel. It may be impractical to construct this tunnel.

SECTION IV

Location - The tunnel section in Franklin Street, between Sections II and VII including ramps from new Arch Street and to basement near Summer Street.

Criteria

| | |
|------------------------|---|
| Length | - 700 feet approx. |
| Floor Elevation | - approx. + 4 |
| Grade | - tunnel section-approx. level entrance ramp from Arch St - 7% |
| Access | - at Arch St. in and out |
| Rapid Transit Crossing | - none |
| Construction | - "open-cut" method - 700 feet approx. |

Cost Estimate

| | |
|--|---------------|
| Structures | - \$1,392,000 |
| Ventilation | - \$ 168,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 90,000 |
| | <hr/> |
| Total | \$1,650,000 |

Comments

No special problems encountered. The ramp grade is higher than desirable but lengthening the ramp to lower the grades may require additional land takings.

SECTION V

Location - Entrance ramp from new street to Section III at the intersection of Chauncy Street and New Street

Criteria

| | |
|------------------------|--|
| Length | - 400 feet |
| Floor Elevation | - varies |
| Grade | - ramp grade - 6% |
| Access | - in from New Street |
| Rapid Transit Crossing | - None |
| Construction | - "open-cut" method - 700 feet approx. |

Cost Estimate

| | |
|--|-------------|
| Structure | - \$648,000 |
| Ventilation | - \$ 96,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 42,000 |
| | <hr/> |
| Total | \$786,000 |

Comments

No special problems encountered.

SECTION VI

Location - Exit ramp from Section III at the intersection of Chauncy Street and New Street to new Essex Street.

Criteria

| | |
|------------------------|--------------------------------|
| Length | - 325 Ft. |
| Floor Elevation | - varies |
| Grade | - ramp grade - 7 to 8% |
| Access | - out to Essex Street |
| Rapid Transit Crossing | - none |
| Construction | - "open-cut" method - 325 feet |

Cost Estimate

| | |
|--|-------------|
| Structure | - \$528,000 |
| Ventilation | - \$ 78,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 30,000 |
| | <hr/> |
| Total | \$ 636,000 |

Comments

No special problems encountered. The ramp grade is excessive but probably the grade can be reduced by extending the ramp into Section III for a short distance.

SECTION VIIA

Location - From Chauncy Street along New Street and Kingston-Otis alignment to Winthrop Square; then to the Arch-Franklin intersection and then in Franklin Street alignment to Section IV

Criteria

| | |
|------------------------|--|
| Length | - 1,500 Feet approx. |
| Floor elevation | - varies from -4 to + 10 elev. |
| Grade | - varies slightly-zero to 3% |
| Access | - continuous from Section III to IV |
| Rapid Transit Crossing | - over subway at Summer Street |
| Construction | - "open-cut" method - 1,500 feet approx. |

Cost Estimate

| | |
|--|-------------------|
| Structure | - \$2,478,000 |
| Ventilation | - \$ 360,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 272,000 |
| Total | <hr/> \$3,110,000 |

Comments

Considerable utility relocation will be required along the Kingston, Otis and Franklin Street rights of ways and at the subway crossing in Summer Street. Major water and sewer lines in these areas will require nearly complete relocation. In Kingston-Otis the 36" L.S. water feeder main will require relocation prior to tunnel construction.

SECTION VII B

Location - From Chauncy Street along New Street and Kingston Street alignment to new Summer Street and then on an angle alignment to Section IV north of Summer Street.

Criteria

| | |
|------------------------|--|
| Length | - 1,275 feet approx. |
| Floor Elevation | - varies from 0 to +10 |
| Grade | - varies from zero to 3% |
| Access | - continuous from Section III to IV |
| Rapid Transit Crossing | - over subway at Summer Street |
| Construction | - "open-cut" method - 1,275 feet approx. |

Cost Estimate

| | |
|--|---------------|
| Structure | - \$2,064,000 |
| Ventilation | - \$ 306,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 240,000 |

| | |
|-------|-------------|
| Total | \$2,610,000 |
|-------|-------------|

Comments

See comments under Section VII A

SECTION VIII

Location - From Lincoln Street to Kingston Street connecting to Section VII.

Criteria

| | |
|------------------------|---|
| Length | - 500 feet approx. |
| Floor Elevation | - from + 10 to street grade |
| Grade | - tunnel section - level - ramp - 5% |
| Access | - from Lincoln Street |
| Rapid Transit Crossing | - none |
| Construction | - "open-cut" method - 500 feet approx. |

Cost Estimate

| | |
|--|-------------|
| Structure | - \$810,000 |
| Ventilation | - \$120,000 |
| Misc. incl. drawings, lighting, utility relocation, etc. | - \$ 52,000 |

| | |
|-------|-----------|
| Total | \$982,000 |
|-------|-----------|

Comments

No special problems encountered.

SECTION IX

Location - From Section VIII at Lincoln on an alignment roughly parallel to Essex Street to the intersection of Essex Street and Atlantic Avenue with a section extending on the same alignment to Dorchester Avenue and a section paralleling Atlantic Avenue to Kneeland Street.

Criteria

| | |
|------------------------|--|
| Length | - 2,150 feet approx. |
| Floor Elevation | - varies |
| Grades | - nominal except ramp. ramps, grades to vary from 5% to 6% |
| Access | - ramps at Lincoln, Dorchester Ave. and Kneeland Street |
| Rapid Transit Crossing | - none |
| Construction | - "open-cut" method - 2,150 feet approx. |

Cost Estimate

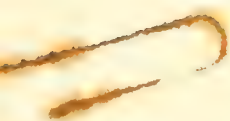
| | |
|--|-------------------|
| Structure | - \$3,486,000 |
| Ventilation | - \$ 516,000 |
| Misc. incl. drainage, lighting, utility relocation, etc. | - \$ 362,000 |
| Total | <hr/> \$4,364,000 |

Comments

Considerable utility relocation will be involved in the vicinity of South Station and the Expressway. Interference will be encountered with East Side Interceptor sewer and some relocation is required. In addition, during construction of this section controlling ground water will be more difficult.



PRELIMINARY ENGINEERING STUDY
of
PROPOSED MBTA ADJUSTMENTS

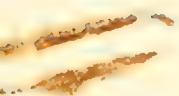


PRELIMINARY ENGINEERING STUDY
of
PROPOSED MBTA ADJUSTMENTS

COST ESTIMATE SUMMARY

| <u>Item No.</u> | <u>Description</u> | <u>Cost Est. As Proposed</u> | <u>Cost Est. w/Alternate</u> |
|-----------------|--|------------------------------|------------------------------|
| 1 | State-Milk Station | 667,000 | 455,000 |
| 2 | South Station - MBTA | 630,000 | None |
| 3 | Summer St. Station Extension | 889,000 | 484,000 |
| 4 | Summer-Winter Station | 758,000 | None |
| 5 | Washington St. Station | Not feasible | 216,000 |
| 6 | Park St. Station | 503,000 | None |
| 7 | Park St. Station-Temple Place | 168,000 | None |
| 8 | Boylston St. Station and Boylston-Essex Station | 1,144,000 | 806,000 |

*Identify all existing stationing and by plan
and profile and other stationing*



PRELIMINARY ENGINEERING STUDY
of
PROPOSED MBTA ADJUSTMENTS

1. State-Milk Station Modifications

a. Objective - to (1) create a new kiosk within the new development parcel south of State Street with access to the Milk Street Station (southbound) platform and the State Street Station (northbound) platform and (2) a pedestrian connection across the East Boston Line under State Street along the alignment of Devonshire Street.

b. Major Problems and Solutions - The kiosk location is feasible and no major problems exist. The tentative location shown at the north end of the southbound platform provides ready access to both southbound and northbound platforms. Utility relocation will be extremely minor and there will be very little interference with subway operations. Access to existing platforms will be through the easterly wall of the subway.

The pedestrian passageway from the new kiosk under State Street presents the following problems:

- (1) It must pass under the East Boston tunnel as insufficient room exists above the tunnel.
- (2) The depth of passageway (about 35') will probably require tunneling methods.

Nevertheless, it is feasible to construct such a passageway and by connections to the Devonshire Station could make it possible to abandon the Station in the Old State House, if desired.

c. Alternates - No alternate locations have been considered for the kiosk as it can be flexible in location with little change in cost.

One alternate to the passageway to be considered is to use the State Street Station (northbound) platform for access under State Street with a new entrance north of State Street wherever desired. The platform width may be somewhat less than desired but no appreciable cost seems to be involved. Widening the platform would be expensive and require major re-design of the subway wall.



d. Cost Estimates - The cost of the new kiosk (with escalators) is estimated to be \$455,000. The passageway is estimated to be \$212,000 additional. Removal and refilling of the entrance at the Old South Church will be a negligible cost if performed in conjunction with the new kiosk entrance.

ITEM 1

STATE-MILK STATION

COST ESTIMATE

| | | |
|----|---|---------------|
| 1. | Earthwork - including sheeting, pumping, etc. | \$ 39,000 |
| 2. | Concrete & Structural Work | 175,000 |
| 3. | Cut, Patch & Care of Utilities | 10,000 |
| 4. | Stairs | 4,900 |
| 5. | Kiosk Superstructure - including services | 7,500 |
| 6. | Contingencies on 1 to 5 - 10% | 23,600 |
| 7. | Escalator - Upper Flt., 2-way | 135,000 |
| 8. | Escalator - Lower Flt., 2-way | <u>60,000</u> |
| 9. | Total Estimated Budget* | \$455,000 |

* Does not include foundation piles or other special support for extraordinary loadings.

ITEM 1

STATE-MILK STATION

GOVERNMENT CENTER PEDESTRIAN TUNNEL

| | | |
|----|---|---------------|
| 1. | Tunnel Excavation | \$ 54,000 |
| 2. | Tunnel Sets & Liners | 47,000 |
| 3. | Concrete Lining | 84,000 |
| 4. | Electrical & Mechanical (Lighting & Sump) | <u>8,000</u> |
| | | \$193,000 |
| 5. | Contingencies | <u>19,000</u> |
| | | \$212,000 |

2. South Station - MBTA Station

a. Objective - to provide new escalators and passageways for better access, particularly from the MBTA Station into South Station proper at one level above street grade.

b. Major Problems and Solutions - In providing access both to and from the MBTA Station and South Station proper, it is desirable to use the lobby level such that both eastbound and westbound platforms can be served equally. Immediately adjacent to the MBTA Station there are major utilities, particularly sewers, which restrict station expansion. By locating the proposed access along the same alignment as the present passageway on the south side of Summer Street, utility relocation will be minor. It is necessary to make this access at the lobby level to pass under a main sewer "built into" the station wall. The present passageway can be widened with an entrance at street level and by a suitable new structure connect to the first level above street level on the Summer side of South Station. The exit escalators on Atlantic Avenue have been left in their present location, but the cost estimate includes costs of installing new escalators in lieu of the existing ones.

c. Alternates - No alternates have been proposed for the above items although the location of the new Summer Street entrance could be varied somewhat if future development of South Station so indicates. Also, the exit escalator on Atlantic Avenue could be extended one level above the street if this proves desirable.

d. Cost Estimates - The cost of modifying the Summer Street entrance and new escalators within the station is estimated to be \$454,000. The cost of installing new escalators in the Atlantic Avenue exit from the eastbound station platform is estimated to be \$176,000.

ITEM 2

SOUTH STATION

COST ESTIMATE

| | | |
|-----|--|----------------|
| 1. | Excavation & Demolition | \$ 8,500 |
| 2. | Re-alignment & Utilities (minor) | 5,000 |
| 3. | Miscellaneous Interior Changes (stairs, painting, etc.) | 7,500 |
| 4. | New Summer Street Passageway to Street | 34,500 |
| 5. | Remove Existing Atlantic Avenue Escalator | 3,000 |
| 6. | New Kiosks & Aboveground Structures | 25,000 |
| 7. | Contingencies on Items 1 to 6 | <u>7,500</u> |
| | | \$ 91,000 |
| 8. | Escalators - track level to lobby | 60,000 |
| 9. | Escalators - lobby to Summer Street | 135,000 |
| 10. | Escalators - Summer Street to overhead | 77,000 |
| 11. | Escalators - track level to Atlantic Avenue (replace) | <u>176,000</u> |
| | | \$539,000 |

3. Summer Street Station - North Extension

a. Objective - to (1) extend the Summer Street Station (northbound platform) from Franklin Street to a location halfway to Milk Street and (2) to develop a new kiosk entrance at this location.

b. Major Problems and Solutions - The kiosk location is feasible and no major problems would occur in construction. The kiosk has been located approximately halfway between Franklin Street and Milk Street as desired.

The platform extension presents two major problems, namely; (1) due to the subway design, it will be necessary to remove the arch roof, redesign and reconstruct for the platform extension.

(2) this requires closure of Washington Street to traffic, temporary roof for the subway and major utility interruptions and relocation.

Nevertheless, it is feasible to extend the platform, although very expensive, and a longer station platform provided in a desirable location.

c. Alternates - No alternates have been considered for the kiosk entrance as a change in location would not affect cost to any great degree.

We have considered two alternates to the platform extension as follows:

(1) a passageway from the platform at Franklin Street to the southbound platform at Milk Station using the easterly subway wall as part of the passageway structure.

(2) a passageway from the platform at Franklin Street to the new kiosk location.

We recommend alternate (1) as it permits a positive connection via the subways from State Street to Temple Place through the Summer-Washington corner for the least cost.

d. Cost Estimates - The costs of the new kiosk, platform extension and alternates are:

| | |
|--|-------------|
| (1) Platform Extension w/new Kiosk | - \$889,000 |
| (2) Alternate 1 - Passageway w/new Kiosk | - \$484,000 |
| (3) Alternate 2 - Passageway w/new Kiosk | - \$330,000 |

ITEM 3

SUMMER STREET STATION - NORTH EXTENSION

RECONSTRUCT SUBWAY WALL & ROOF

COST ESTIMATE

| | | |
|-----|--|----------------|
| 1. | Unclassified Excavation for Subway | \$ 21,360 |
| 2. | Excavation for Passageway | 75,600 |
| 3. | Demolition to Concrete Removal | 53,500 |
| 4. | New Steel Beams & Columns | 103,200 |
| 5. | New Concrete Work | 200,000 |
| 6. | Utilities - removal, maintenance, restore | 131,250 |
| 7. | New Kiosk Substructure | 103,950 |
| 8. | New Kiosk Superstructure | 7,500 |
| 9. | Stairs | 2,800 |
| 10. | Subway Services - electrical, mechanical, etc. | 10,000 |
| 11. | Restoration of Surfaces | <u>8,400</u> |
| | | \$717,560 |
| | Contingencies on Items 1 to 11 | <u>71,440</u> |
| | | \$789,000 |
| 12. | Escalator - 2-way flight 21' rise @ \$4,800 | <u>100,000</u> |
| | Total Estimated Budget | \$889,000 |

ITEM 3

SUMMER STREET STATION - NORTH EXTENSION

COST ESTIMATE

ALTERNATE 1

| | | |
|-----|--------------------------------|----------------|
| 1. | Excavation & Backfill | \$ 80,000 |
| 2. | Demolition & Concrete Removal | 7,500 |
| 3. | New Concrete Work | 130,000 |
| 4. | Care of Utilities | 6,500 |
| 5. | Relocate 15" Diameter Sewer | 5,500 |
| 6. | New Kiosk Substructure | 103,950 |
| 7. | New Kiosk Superstructure | 7,500 |
| 8. | Stairs | 2,800 |
| 9. | Subway Services | 4,000 |
| 10. | Restore Surfaces | 2,000 |
| | Contingencies on Items 1 to 10 | <u>34,250</u> |
| | | \$384,000 |
| | Escalator | <u>100,000</u> |
| | Total Estimated Budget | \$484,000 |

ALTERNATE 2

| | |
|------------------------|----------------|
| Items 1 to 5 x 60% | |
| 0.6 x \$149,500 | \$ 89,700 |
| Items 6 to 10 | <u>120,250</u> |
| | \$209,950 |
| Contingencies | <u>20,050</u> |
| | \$230,000 |
| Escalator | <u>100,000</u> |
| Total Estimated Budget | \$330,000 |

4. Summer-Winter Station Platform Extensions

a. Objective - to (1) extend the Winter Street station platform north of Winter Street for southbound traffic, (2) extend the Summer Street station south of Summer Street, (3) provide a new kiosk entrance and (4) to provide a pedestrian passageway over the Washington Street tunnel, if possible.

b. Major Problems and Solutions - (1) extension of the Winter Street Station platform (southbound) to the north is feasible although two major problems will increase the cost. Construction of the platform will require redesign and reconstruction of the westerly wall and roof of the subway section while the subway is in operation and considerable utilities must be relocated prior to "opening up" the street for subway reconstruction.

(2) Extension of the Summer Street Station platform (northbound to the south presents three major problems, namely,

a. redesign and reconstruction of subway wall and part of roof while subway is in operation.

b. removal of "underpinning" and redesign and support of wall of Jordan Marsh Co. building as well as actually requiring permanent space for platform.

c. major revisions to sewer "built into" the subway wall. Any sewer relocation must be built into the platform due to grade requirements.

This platform extension does not appear feasible due to the interference with the present building primarily nor have we been able to provide a suitable alternate.

(3) A new kiosk entrance for the Winter Street Station is feasible and no major problems are involved. We have considered this to be located at the corner of Winter Street and Washington Street.

(4) A pedestrian passageway over the Washington Street subway between the Winter and Summer Street Stations is not feasible due to insufficient vertical elevation between the rails in the subways and the street level (20 to 23 feet) for subway trains and a pedestrian passageway.

c. Alternates - No alternate locations were considered for either of the station platform extensions. It is possible to move the new kiosk entrance, if desired, with little change in cost, but the corner location appears the most desirable.

There appears to be no practical and feasible method to create a new passageway under the Washington Street subway due to the close proximity of the Filene's and Jordan Marsh buildings to the concourse level. New escalators to the present passageways under Washington Street would encroach into the store areas proper. It is possible to provide a definite link between the Winter Street and Summer Street concourses by using a bridge above street level with openings in Winter and Summer Street to the concourse level. This would be extremely expensive and require considerable utility relocation. Also, it assumes there is no vehicular traffic at this corner. As we are not certain this is desired, we have not estimated the cost of such an alternate. This can be done later, if desired.

d. Cost Estimates - Estimates of costs are approximated as follows:

| | |
|--|------------------|
| (1) Extension of Platform - Winter St. Station | <u>\$527,000</u> |
| (2) Extension of Platform - Summer St. Station | Not Feasible |
| (3) New Kiosk Entrance | <u>\$231,000</u> |
| (4) New Pedestrian Passageway | Not Feasible |

ITEM 4

SUMMER-WINTER PLATFORM EXTENSION

WINTER STREET SIDE - SOUTH EXTENSION

COST ESTIMATE

This item is comparable to Item 3 in cost/lin. foot and will, therefore, amount to 80% of Item 3 (200 ft. vs. 250 ft.)

| | | | |
|-----------|--------------|---------------|----------------|
| | \$717,560 | | |
| Less 7) - | 103,950 | | |
| 8) | 7,500 | | |
| 9) | 2,800 | + 10% = kiosk | \$131,000 |
| 1/2 -10) | <u>5,000</u> | | |
| | \$598,310 | x 0.8 = | 478,650 |
| | | Contingencies | <u>48,350</u> |
| | | | \$527,000 |
| | | Kiosk | <u>131,000</u> |
| | | | \$658,000 |
| | | Escalator | <u>100,000</u> |
| | | | \$758,000 |

5. Washington Street Station - Concourse Extension

a. Objective - to extend the existing pedestrian mezzanine level along Summer Street to a new kiosk entrance located between Otis and Devonshire Street.

b. Major Problems and Solutions - The location of the new kiosk entrance in the center of Summer Street is feasible and presents no major problems provided that it is located no further southeast than a point 115 feet east of Otis Street. This will eliminate any interference with major sewer lines. It should be noted that the location of the new kiosk off street would also interfere with sewers in the subway walls.

Extending the pedestrian mezzanine level, at a width of 45 feet, presents major problems and does not appear feasible due to the following reasons:

- (1) the structure would require new "underpinning" and revising present supports for adjacent walls of all existing structures.
- (2) complete demolition of the existing upper level of the Dorchester tunnel would be necessary.
- (3) all utilities in street would be interrupted during construction and require reconstruction.

c. Alternates - One alternate exists for extension of the pedestrian mezzanine level which can be utilized for a reasonable cost.

The present Dorchester tunnel in this section has an upper level which connects with the present concourse near Arch Street. This level is approximately 23' wide by 12' of usable height. This level could be used for the passageway and the top opened up at the new kiosk entrance for access thereto. As this seems the most advantageous method of providing the desired pedestrian link to the new kiosk, we have included it in the cost estimates.

d. Cost Estimates - The cost of the new kiosk entrance is approximately \$216,000 which includes escalators and the cost of the alternate pedestrian passageway. This does not include any estimate of cost for removal or modifying present use of the area as this is not known.

ITEM 5

WASHINGTON STREET STATION - CONCOURSE EXTENSION

COST ESTIMATE

| | | |
|-----|--------------------------------|----------------|
| 1. | Earthwork | \$ 2,850 |
| 2. | Care of Utilities | 2,500 |
| 3. | Demolition | 2,750 |
| 4. | New Floor in Concourse | 9,500 |
| 5. | Painting | 2,050 |
| 6. | Lighting | 17,400 |
| 7. | Kiosk Substructure | 35,550 |
| 8. | Kiosk Superstructure | 15,000 |
| 9. | Subway Service | 2,500 |
| 10. | Stairs | <u>3,800</u> |
| | | \$ 93,900 |
| | Contingencies on Items 1 to 11 | <u>9,100</u> |
| | | \$103,000 |
| | Escalator | <u>113,000</u> |
| | Total Estimated Budget | \$216,000 |

6. Park Street Station - Kiosks Changes at Winter and Hamilton Place

a. Objective - to move present entrances in the Tremont Street sidewalk and (1) relocate a new kiosk entrance in Winter Street; (2) construct a new passageway to Hamilton Place and (3) to locate a new kiosk entrance in Hamilton Place.

b. Major Problems and Solutions - (1) The kiosk location in the center of Winter Street is feasible although one problem exists.

The width of the street proper is insufficient to locate the entrance and relocate existing utilities, particularly private utilities. In order to acquire sufficient room, utilities should be relocated under the sidewalks. This requires that adjacent buildings "block off" this section of basements. The upper passageway of the Dorchester tunnel will require an opening about 16' wide by 24' long with some modification to the structural framing and concrete. Installation of escalators is feasible but may require some modification to the lower tunnel roof for the installation of working mechanisms. A new escalator from Park Street (Under) has been located along the south wall of the Dorchester tunnel into the new parcel.

(2) The kiosk location in Hamilton Place and the passageway between this kiosk and Park Street Station are feasible and present no major problems. The passageway will be approximately 20 feet deep, 15 to 18 feet wide and essentially located under the Tremont Street sidewalk. The construction will require removal of existing entrances and considerable utility relocation prior to construction.

c. Alternates - No alternates were considered for either the passageway of the kiosk entrance.

d. Cost Estimate - The new kiosk in Winter Street is estimated to cost \$203,000. This includes removal and refilling of old kiosks in Tremont Street south of Winter Street and the new escalator to Winter Street from Park Street Station (Under).

The new kiosk at Hamilton Place is estimated to cost \$300,000, which includes the passageway and removal of old entrances north of Winter Street.

ITEM 6

RELOCATION OF KIOSKS

COST ESTIMATE

HAMILTON PLACE

| | |
|-------------------------------------|---------------|
| 1. Remove Existing Escalators | \$ 3,500 |
| 2. Widen Existing Passageway | |
| Earthwork | 5,850 |
| Demolition | 3,500 |
| New Concrete | 41,250 |
| Electric Lighting | 4,600 |
| Painting | 1,050 |
| 3. New Passage Under Hamilton Place | |
| Earthwork | 6,675 |
| Care of Utilities | 4,500 |
| New Concrete | 23,750 |
| Lighting | 2,650 |
| Services | 1,500 |
| 4. Kiosk Substructure | 31,700 |
| 5. Kiosk Superstructure | 7,500 |
| 6. Stairs | 2,600 |
| 7. Services | <u>3,500</u> |
| | \$144,100 |
| Contingencies | <u>14,400</u> |
| | \$158,500 |
| 8. 1-way Escalator to Lobby | 45,000 |
| 9. 2-way Escalator in Kiosk | 96,000 |

WINTER STREET

| | |
|-------------------------|----------|
| 1. Earthwork | \$ 4,500 |
| 2. Kiosk Substructure | 30,000 |
| 3. Kiosk Superstructure | 7,500 |
| 4. Utilities | 6,000 |

WINTER STREET (continued)

| | |
|---------------------------------------|---------------|
| 5. Stairs | \$ 2,600 |
| 6. Services | 4,500 |
| 7. Demolition Existing Concrete | <u>1,500</u> |
| | \$ 56,600 |
| Contingencies | <u>5,700</u> |
| | \$ 62,300 |
| 8. 1-way Escalator to Lobby Level | 45,000 |
| 9. 2-way Escalator to Street in Kiosk | <u>96,000</u> |
| | \$ 203,300 |

TOTAL PARK STREET STATION CHANGES

| | |
|----------------|---------------|
| | \$ 158,500 |
| Hamilton Place | 45,000 |
| | 96,000 |
| | 62,300 |
| Winter Street | 45,000 |
| | <u>96,000</u> |
| | \$ 502,800 |

Say \$503,000

7. Park Street Station - Kiosk Changes at Temple Place

- a. Objective - to move present entrances in sidewalk on Tremont Street to new single location off street on the south side of Temple Place.
- b. Major Problems and Solutions - The kiosk location is feasible and no major construction problems exist. Two water and one sewer lines require minor relocation and traffic control and limitations are required during construction of passageway.
- c. Alternates - No alternates were considered for this location.
- d. Cost Estimates - The kiosk is estimated to cost \$168,000 which includes the passageway to Park Street Station and removal and filling of old kiosk entrances.

ITEM 7

PARK STREET STATION

TEMPLE PLACE

COST ESTIMATE

| | | |
|-----|----------------------------|---------------|
| 1. | Earthwork | \$ 7,700 |
| 2. | Demolition | 2,500 |
| 3. | New Passageway Concrete | 13,750 |
| 4. | Lighting | 1,300 |
| 5. | Kiosk Substructure | 44,550 |
| 6. | Kiosk Superstructure | 7,500 |
| 7. | Care of Utilities | 2,500 |
| 8. | Services | 3,000 |
| 9. | Stairs | <u>1,900</u> |
| | | \$ 84,700 |
| | Contingencies | <u>8,300</u> |
| | | \$ 93,000 |
| 10. | Escalator 2-way 15' Flight | <u>75,000</u> |
| | | \$168,000 |

8. Boylston Street Station and Boylston-Essex Stations

a. Objective - to provide a (1) pedestrian passageway between the Boylston Station on the Tremont Street subway and the Boylston-Essex Station on the Washington Street subway, (2) a cross subway passageway at the Boylston-Essex Station, and (3) two new kiosk entrances at the Boylston-Essex Station.

b. Major Problems and Solutions -

(1) Providing a new passageway between the above stations along Boylston Street alignment involves the following problems:

(1A) Major water lines, MBTA power circuits, sewers and many other utilities will require relocation and reconstruction. This probably will involve service interruptions and temporary relocation of certain utilities.

(1B) Rerouting of surface traffic between Tremont Street and Washington Street will be necessary.

Nevertheless, it is feasible, although expensive, to locate this passageway along the alignment of Boylston Street.

(2) A pedestrian passageway between the northbound and south-bound platforms at Boylston-Essex Station, above the subway is not feasible due to insufficient vertical clearance to street level. At present, there is an existing passageway (condition unknown) under the subway which could be developed and widened into a new passageway. This would be the most economical method and provide the least interference with utilities and subway operations.

c. Alternates -

(1) One alternate has been considered to the pedestrian passageway on Boylston Street between the two subway stations. The location is along the alignment of LaGrange Street from the south-bound platform of the Boylston-Essex Station to the Tremont Street subway and using the subway (service abandoned) to both sides of the Boylston Street Station. All utilities in LaGrange Street will require reconstruction, although none are major in nature, and we have assumed the Tremont Street subway can be

converted to a passageway. This alternate location can be in the street ROW or within the new development parcel.

(2) We have considered the cross-station passageway under the subway at Boylston-Essex as the only alternate to providing a passageway between platforms for reasons described previously.

(3) No new kiosk entrances have been considered as alternates. Slight changes in location could be made with little change in cost.

d. Cost Estimates - The approximate costs of the above items are as shown below:

| | |
|---|-----------|
| (1) Boylston St. Passageway between Stations | \$754,000 |
| (1a) Alternate Location to Item (1) | \$416,000 |
| (2) Pedestrian Passageway at Boylston-Essex Station | \$ 80,000 |
| (3) New Kiosk Entrances (two) at Boylston-Essex Station | \$310,000 |

ITEM 8

WASHINGTON STREET TO TREMONT STREET

COST ESTIMATE

| | | |
|-----|---|----------------|
| 1. | Existing Utilities - remove, relocate, replace maintain in service | \$ 375,000 |
| 2. | Earthwork for Passageway | 65,000 |
| 3. | Demolition of Existing Concrete Subway Walls | 1,250 |
| 4. | New Concrete Passageway | 195,000 |
| 5. | Lighting | 22,000 |
| 6. | Painting | 5,600 |
| 7. | New Floors, etc. in Existing Structures | 5,000 |
| 8. | Street Resurfacing | 16,800 |
| 9. | Demolish Boylston-Essex Station Structures | 7,500 |
| 10. | New Kiosk Substructures | 73,900 |
| 11. | New Kiosk Superstructures | 15,000 |
| 12. | Stairs | 5,400 |
| 13. | Services | <u>8,000</u> |
| | | \$ 795,450 |
| | Contingencies | <u>79,550</u> |
| | | \$ 875,000 |
| 14. | Escalators | <u>189,000</u> |
| | | \$1,064,000 |

Tunnel Passageway Crossing Washington Street = \$80,000

ALTERNATE PASSAGEWAY - FROM LaGRANGE STREET TO TREMONT STREET

| | | |
|----|---|---------------|
| 1. | Earthwork | \$ 50,900 |
| 2. | Demolition of Existing Concrete | 1,300 |
| 3. | Remove and Relocate Utilities | 117,000 |
| 4. | New Concrete Passage | 152,500 |
| 5. | Lighting | |
| | Tremont Street Station | 17,200 |
| | Subway | 16,500 |
| 6. | Painting | 4,400 |
| 7. | New Floors, etc. in Existing Structures | 10,000 |
| 8. | Resurfacing | <u>7,800</u> |
| | | \$377,600 |
| | Contingencies | <u>38,400</u> |
| | | \$416,000 |

PRELIMINARY ENGINEERING STUDY
FOR
REPLACEMENT ROADWAY FOR WASHINGTON STREET

General Comments.

In preparing this brief engineering study for an alternate elevated roadway in accordance with the criteria given, we have considered a number of alternate structures. Structures shown on the sketches accompanying this report have been prepared for the type of structure which is practical and reasonable. All of the structures which are shown are feasible to design and construct.

The cost estimates included herein are intended only to reflect the magnitude of costs of improvements. It is quite possible that intensive design study could develop different structure types and consequently affect the costs of the improvement.

The type of structure shown in Studies "B" and "C" provide for less cross-sectional area below ground level than at the roadway deck. This will permit the abutting new buildings more latitude in formation design and it will be possible to incorporate some use of the area within the roadway right-of-way adjacent to the underground service roadway.

In Study "C" we reviewed the consideration of incorporating the roadway structure into the building construction adjacent to and over it. We believe that this would be impractical for the following reasons.

(1) Along the roadway, alignment building construction will be varied with different design loadings. Designing a continuous roadway structure to conform to such varied loadings would be extremely difficult.

(2) Apportioning costs to the building and the roadway would be extremely difficult to determine.

(3) The problems of coordinating the roadway into the varied building designs and construction would be numerous and difficult.

(4) Vibrations and other factors from roadway use would affect the building design.

(5) Separate structures permit a more varied construction sequence and buildings can be constructed either concurrently or after the roadway construction.

(6) Combining the structures may not appreciably decrease the construction costs.

Consequently, we believe that for Study "C", separate building and roadway structures should be considered. The increased flexibility of coordination, design and construction are advantages that outweigh any possible slight decrease in cost.

STUDY "A"

Objective. To provide an underground service roadway between West Street and Bromfield Street along the prescribed alignment for the proposed replacement roadway for Washington Street.

Description. We have shown a simple rectangular structure composed of a concrete foundation slab, walls and roof as shown on the attached sketch for Study "A". The alignment of the roadway would be essentially straight on the centerline of the replacement roadway except for curved entry and exit sections at West and Bromfield Streets. The inside dimensions of the tunnel can be maintained at 28 feet wide by 14'-6" clear height. At Winter Street, there will be special problems in crossing the rapid transit line and with utility relocation, but these can be solved with detailed study.

Grade of the roadway is controlled by entrances at West and Bromfield Street and the top of the operating rapid transit tunnel in Winder Street. A grade of 4% or 5% can be used at the entrances and in the remainder of the tunnel grades can be nominal to conform to adjacent buildings or ground levels. For purposes of this study, we have considered the roadway floor to be eighteen feet below ground level.

Due to the length of this tunnel section and its contemplated use, a ventilation system will be required. Drainage will be required for the service roadway, although the quantity will be small. It is possible that a small pumping installation will be necessary to lift the drainage into the city sewers. All of the above items have been considered in our preliminary cost estimate.

We contemplate construction by the "open-cut" method using shoring and sheeting to limit the required right of way to a minimum, then selected backfill placed beside and over the completed structure. This could also be performed concurrently with any adjacent building construction.

The preliminary estimated cost of providing the service roadway is \$1,600,000 as listed in the general items below.

Study "A" (Cont'd)

COST SUMMARY

| <u>Item</u> | <u>Cost</u> |
|--|---------------|
| Excavation, Backfill & Shoring | \$ 297,000. |
| Concrete Structure | 1,030,000. |
| Misc., Including Utilities, Drainage, etc. | 177,000. |
| Ventilation | 96,000. |
| | <hr/> |
| Total Estimated Cost | \$ 1,600,000. |

Unit Cost - \$1,665/Lin. Ft. of Roadway

STUDY "B"

Objective. To provide an underground service roadway as described in Study "A" and an elevated roadway above pedestrian areas at ground level from New Street to Bromfield Street.

Description. We have shown a rectangular concrete structure for the underground service roadway with a concrete bent structure supporting beams and slab for the elevated highway structure on the attached sketch for Study "B". The underground service roadway is similar in construction to that described in "Study A" except that the foundation slab and the walls have been increased to provide for the additional loads developing from the roadway.

The elevated roadway is composed of structural concrete frames, supporting stringers between frames which in turn support the concrete road deck. Standard highway loadings (H20S15) have been used with a criteria of a 33 foot roadway and five foot sidewalks for travel sections and two areas about 250 feet long each with 15 foot sidewalks on the Washington Street side. A total ROW of 45 feet and 55 feet is required to provide for protective parapets and railing.

The spacing of the columns supporting the roadway (31 feet laterally and 30 feet along the alignment) should be satisfactory to provide suitable open spaces beneath the structure for pedestrian purposes.

The alignment of the structure has been as shown on your planning map. The service roadway grades will be similar to that outlined in Study "A". The grade of the elevated structure can be nominal and conform, in general, to the present contours with a 14'-6" clearance maintained throughout its length except at the approaches. The approach from New Street will require about a 6% grade to provide clearance over West Street. The ramp to meet Bromfield Street at grade can be as low as 2% to provide clearance at Winter Street.

Drainage and ventilation for the service roadway will be similar to Study "A". Drainage for the elevated roadway can be installed down the bent structures and transmitted to the city storm sewers by gravity.

The preliminary estimated cost of providing the service roadway and elevated highway is \$3,539,000 as listed below.

Study "B" (Cont'd)

COST SUMMARY

| <u>Item</u> | <u>Cost</u> |
|--|------------------------|
| <u>Service Tunnel - 960 ft.</u> | |
| Exc., Backfill, Shoring | \$ 339,000. |
| Concrete Struct. w/Found. Piles | 1,588,000. |
| Misc., Including Utilities, Drainage, etc. | 177,000. |
| Ventilation | <u>96,000.</u> |
| Sub-Total | \$2,200,000. |
| <u>Elevated Roadway - 1100 ft.</u> | |
| Bent Structures & Abutments | 376,000. |
| Deck & Beams w/Railing | 489,000. |
| Heating Ramps & Drainage | <u>78,000.</u> |
| Sub-total | \$ 943,000. |
| <u>Escalators</u> | <u>\$ 396,000.</u> |
| GRAND TOTAL | \$3,539,000. |

Unit Cost \$2,860/Lin. Ft. of Elev. Struct.
without Escalators.

STUDY "C"

Objective. To provide an underground service roadway and elevated highway described in Study "B" which will be compatible with structures under, abutting and over the elevated highway portion.

Description. After consideration of other types of structures, we have shown, on the attached sketch for Study "C", the same basic structure for the underground service roadway and the elevated highway as shown in Study "B". The abutting building outline shown is to illustrate a manner in which the highway structure can be isolated from the building.

The grade and alignment would be essentially the same as in Study "B" but could have slight modifications to conform to the general plans for buildings in the area.

Use of this roadway through the buildings would require ventilation and isolation of the structure from the buildings to alleviate vibrations, noise and air pollution from vehicles. This can be accomplished with non-bearing walls at the roadway level and use of soundproofing materials on walls and ceilings and ventilation system.

The construction of this composite structure could be performed either before or during abutting building construction.

The preliminary estimated cost of providing the structure under Study "C" is \$3,849,000 as listed by the general items below.

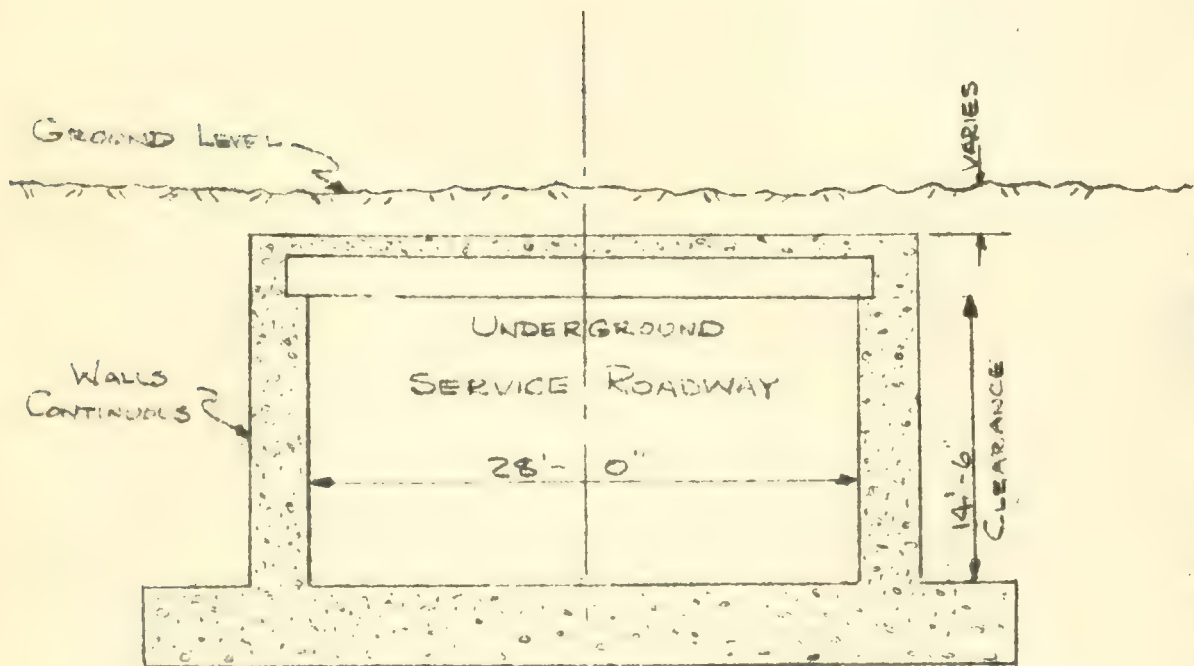
COST SUMMARY

| <u>Item</u> | <u>Cost</u> |
|--|--------------------|
| <u>Service Tunnel (as listed in Study "B")</u> | \$2,200,000. |
| <u>Elevated Roadway - 1100 Ft.</u> | |
| Bent Structures & Abutments | \$ 376,000. |
| Deck and Beams | 489,000. |
| Heating Ramps & Drainage | 78,000. |
| Ventilation | 90,000. |
| Construction for Isolation from Exist. Bldgs. | <u>220,000.</u> |
| Sub-total | \$1,253,000. |
| <u>Escalators</u> | <u>\$ 396,000.</u> |
| GRAND TOTAL | \$3,849,000. |
| Unit Cost - \$3130/Lin. Ft. without Escalators | |

NAME _____ JOB 2405-1 SHEET _____
SUBJECT ALTERNATE ROADWAY STUDY DRAWN HDS CHECKED _____
FOR _____
WASHINGTON STREET

CHAS. T. MAIN, INC. 80 FEDERAL ST. BOSTON, MASS. U.S.A.

TYPICAL SECTION - STUDY A



NOTE

IN COST STUDY USED ADDITIONAL
DEPTH OF SLAB AND SPREAD FOOTINGS
IN LIEU OF DESIGN WITH PILING.

| DATE | REVISION | DATE | ISSUED FOR |
|------|----------|------|------------|
| | | | |
| | | | |
| | | | |

NAME

JOB 2405-1 SHEET

SUBJECT

ALTERNATE ROADWAY STUDY

DRAWN H.D.S. CHECKED

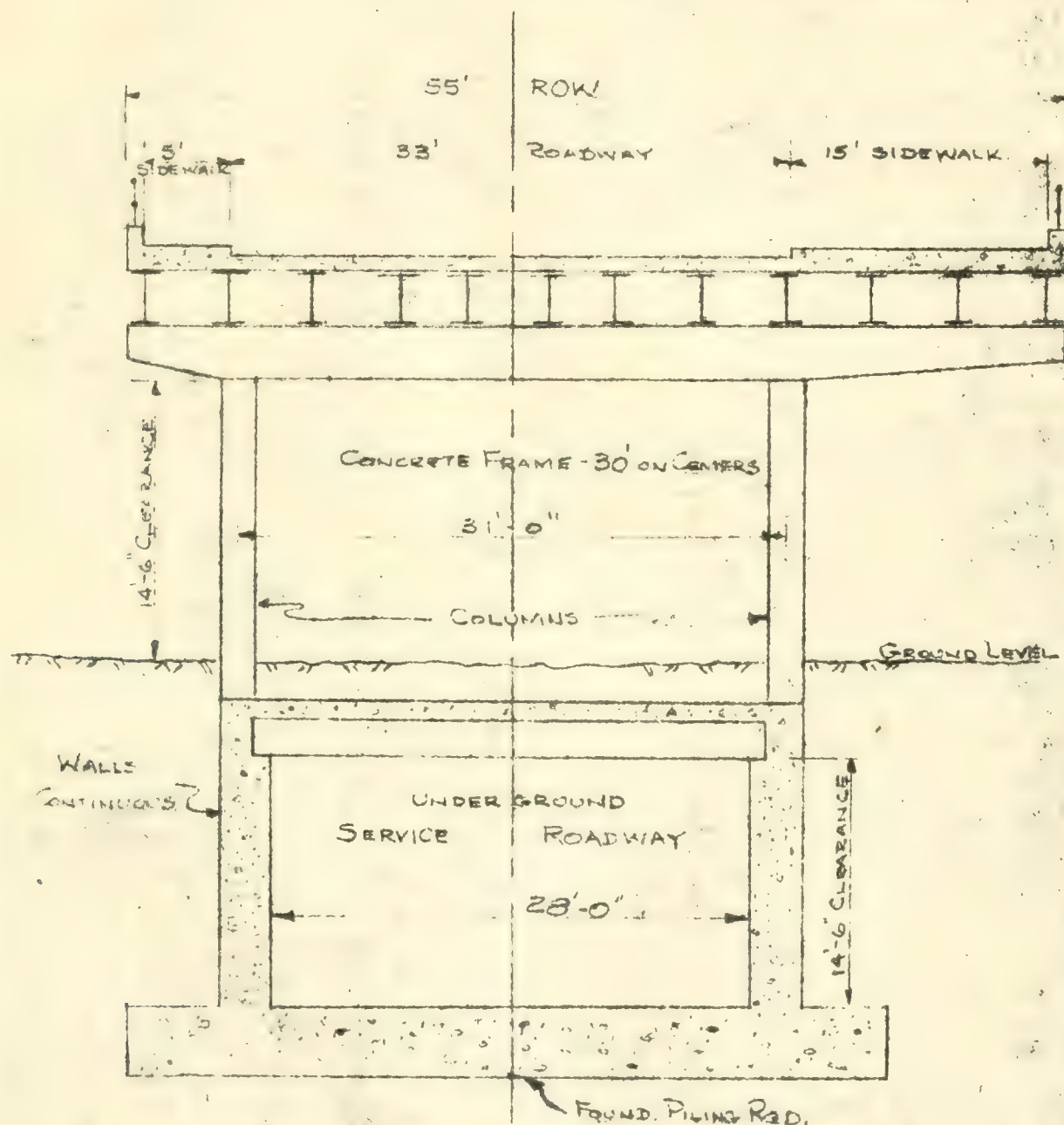
FOR

WASHINGTON STREET

CHAS. T. MAIN, INC.

80 FEDERAL ST. BOSTON, MASS. U.S.A.

SECTION - STUDY B



NOTE

Section shown is for 55' ROW.
For 45' ROW, section right of centerline
similar to left.

DATE

REVISION

10/2/64

DATE

ISSUED FOR

NAME

JOB 2405-1 SHEET

SUBJECT

ALTERNATE ROADWAY STUDY

DRAWN HDS CHECKED

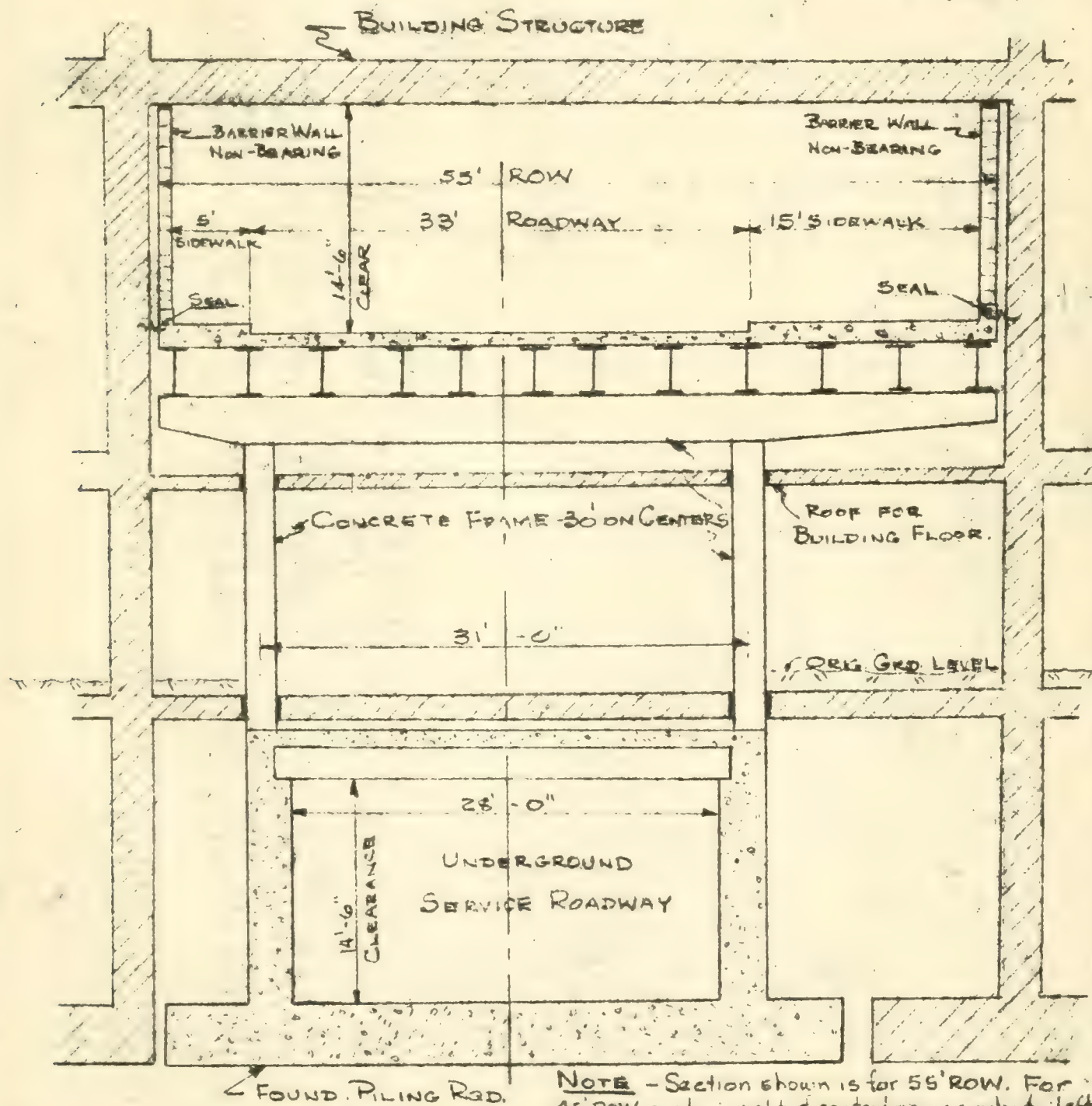
FOR

WASHINGTON STREET

CHAS. T. MAIN, INC.

80 FEDERAL ST. BOSTON, MASS. U.S.A.

SECTION - STUDY C



DATE

REVISION

DATE

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